

# FLORIDA HIGHWAYS

Published by the State Road Department

Vol. VI

No. 1

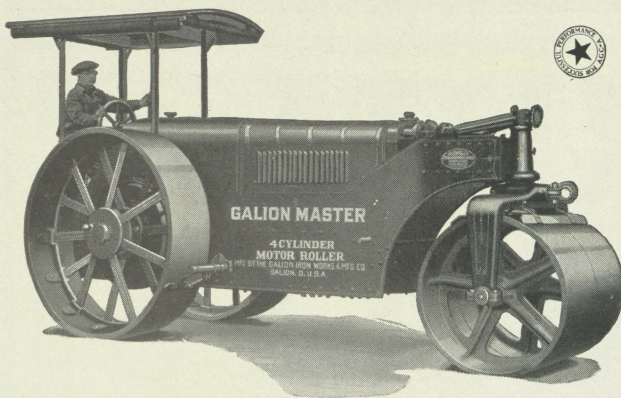


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January  
1929



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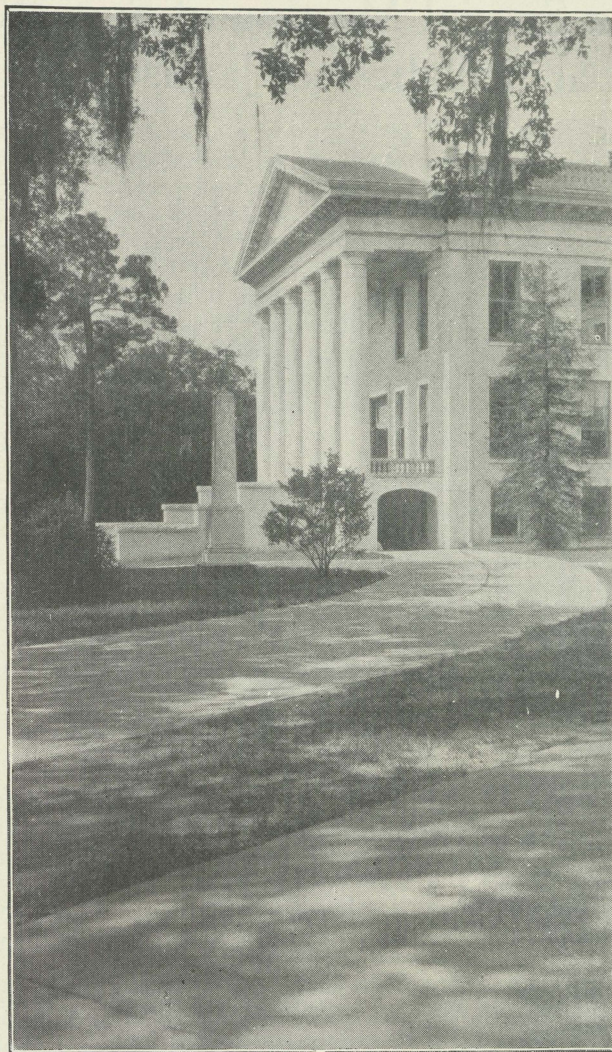
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# FLORIDA

Vol. VI  
No. 1



# HIGHWAYS

JANUARY  
1929

## Florida's Governor

ON JANUARY 8th, the Honorable Doyle E. Carlton, of Tampa, was inaugurated as the twenty-sixth Governor of Florida. Governor Carlton, still a young man, was born in Florida, at Wauchula, in that part of DeSoto County which is now the County of Hardee. He was educated in the public schools of his State, and was later graduated from Stetson University with the degree of Bachelor of Laws. This was followed by a course and law degree from University of Chicago and later from Columbia University, New York.

Entering upon the practice of his profession, he soon gave evidence of those qualities of leadership and high devotion to principle which have characterized his public career. In 1916 he was elected State Senator from Hillsborough County, serving in the Senate during the sessions of 1917 and 1919. He later served as City Attorney of the City of Tampa, and at the time of his election as Governor of Florida, he was a member of the law firm of Mabry, Reaves and Carlton, one of the most prominent and successful firms of the southern part of Florida.

Governor Carlton, in addition to his prominence as a public man, is recognized as one of the most outstanding Baptist laymen of the State. He is a

Mason and a member of the Kiwanis Club, being a past Governor of the Kiwanis District of Florida.

In his inaugural address, the new Governor made it plain that he has made a deep and patient study of conditions in Florida, and that he is determined, in so far as the power of the executive may extend, that the affairs of the State shall be placed on a sound business basis with a maximum of efficiency, a minimum of expenditure and an elimination of all waste. This introductory to his administration indicates that he recognizes the importance of careful and deliberate study of tax problems as they affect the state, and the formation of a definite program designed to eliminate the evils which may be found. The reaction of the State press to the Governor's address gives convincing evidence that Florida is deeply interested in the Governor's desire to solve great problems and that he may count upon the weight of public opinion in his efforts along these lines.

FLORIDA HIGHWAYS extends its greeting and congratulations to the new Chief Executive and its hope that his administration may be crowned with unparalleled success.

# Transactions at a Special Meeting of State Road Department Held at Tallahassee, January 4th, 1929

**P**URSUANT to notice duly and legally given, a Special Meeting of the State Road Department of Florida was held at Tallahassee, January 4th, 1929, with the following members present: F. A. Hathaway, Chairman; E. P. Green, I. E. Schilling and J. Harvey Bayliss. J. L. Cresap, State Highway Engineer; B. A. Meginniss, Attorney; Walter P. Bevis, Secretary, and H. J. Morrison, Federal Highway Engineer, were also in attendance.

The minutes of a special meeting held December 12th, 1928, were read and duly approved.

## Glades County—Road 26

The Chairman reported that Glades County has paid to the State Road Department the sum of \$4,000.00 which it agreed to pay in consideration of the Department taking over for maintenance that portion of State Road No. 26 between Main's Corner and Moore Haven, as provided in the resolution of this Department adopted December 12th, 1928.

## Leon County—State Road No. 1—\$100,000 of Bonds

The Chairman reported that on December 31st, 1928, he delivered to Dupont-Ball, Inc., the \$100,000.00 of Leon County 5% road bonds purchased by said firm, and received payment therefor in accordance with its bid.

## Project 62-C—Road 24

On motion of Mr. Schilling, seconded by Mr. Green, the following resolution was unanimously adopted:

RESOLVED, That the Department do accept from the contractor and take over for maintenance that portion of Project 62-C, State Road 24, which has been completed and approved by the Department's engineers.

## Walton County—Roads 10 and 115

On motion of Mr. Bayliss, seconded by Mr. Schilling, the following resolution was unanimously adopted:

WHEREAS, in pursuance of a resolution adopted by this Department July 15, 1928, there have been placed on State Road No. 115 two camps of convicts to construct the grade on State Road No. 115 in the County of Okaloosa, as an emergency measure to prevent stoppage in traffic on said road; and

WHEREAS, Walton county has actually disposed of the bonds and turned the proceeds over to the State Road Department for its part of the construction of Roads 10 and 115 in said County of Walton; and

WHEREAS, one or more contracts on each road have been awarded and construction actually begun;

NOW, THEREFORE, Be It Resolved, That it is the sense of this Department, and in fact a part of its plan to make effective or to carry out the purpose of the resolution herein referred to, that the convict forces employed on the United States Military reservation in Okaloosa county, when the grading shall have been completed, shall be transferred as follows: One camp on State Road No. 115 on the peninsular in Walton county, and the other on State Road No. 10 in said County of Walton.

## Project 40-B—Road 4—Brevard County

The Chairman directed the attention of the members to the claim filed by F. M. Stuart & Co., con-

tractor on Project 40-B, Road 4, Brevard county, for additional compensation in connection with the work on said project. After discussion of the matter, the following resolution, moved by Mr. Bayliss and seconded by Mr. Schilling, was unanimously adopted:

RESOLVED, That this Department, without prejudice to its rights, do tender and offer to F. M. Stuart & Company, 50% of the amount of its said claim for additional compensation, to-wit, 50% of the sum of \$4,391.50, or \$2,195.75, provided the same is accepted in full settlement by said contractor.

## Project 543—Road 3

A telegram was received by the Department from Hon. E. F. Householder, stating that the City of Sanford is financially unable to pay in full the indebtedness of the City to the Department for extra width paving on State Road 3 in said city, but that it has now the sum of \$13,000.00 which it will immediately pay to the Department if the Department will accept the same in full settlement of all claims on account of said work.

On motion of Mr. Schilling, seconded by Mr. Green, the following resolution was unanimously adopted:

RESOLVED, That this Department does hereby accept the offer of the city of Sanford of \$13,000.00 in full settlement of the claim of the Department against said city for extra width paving, provided the said sum shall be immediately paid to this Department and the money transferred by wire.

## Road No. 10—Okaloosa County

### RIGHT OF WAY

On motion of Mr. Bayliss, seconded by Mr. Schilling, the following resolution was adopted:

WHEREAS, the Department has found and determined and it is hereby found and determined that it is necessary, wise and expedient to secure by purchase or eminent domain the real estate hereinafter described for the purpose of a right-of-way for State Road No. 10, in Okaloosa County, Florida; and

WHEREAS, there has been submitted a map or plat which shows in detail the location of said State Road No. 10, which said map or plat is hereto attached and marked Exhibit A; now, therefore,

BE IT RESOLVED, that the said map or plat be and the same is hereby adopted and approved as and for the location of said State Road No. 10, between Valparaiso and Camp Walton; and

BE IT FURTHER RESOLVED, that the Board of County Commissioners of Okaloosa county be and they are hereby requested and authorized to secure for this Department by purchase or condemnation, the lands necessary for a right-of-way for said State Road No. 10, and particularly the land described as follows, to-wit:

### FIRST DESCRIPTION OF LAND REQUIRED

A strip of land one hundred (100) feet wide, lying fifty (50) feet on either side of the center line of State Road No. 10 in and through Lot No. 53 of Natchy's adjustment of sub-division of Lot 7, Sec. 1, Township 1 South, Range 23 West, in Okaloosa county, Florida; which road center line is described as follows: Beginning at a point ninety-six and one-

(Turn to Page 5)



HON. DOYLE E. CARLTON  
*Governor of Florida*



# Florida Highways

Published Monthly  
Official Publication of the State Road Department

## PERSONNEL OF DEPARTMENT

ROBERT W. BENTLEY (*Bradenton*), *Acting Chairman*  
(*Official Residence, Tallahassee.*)

W. A. SHANDS, *Gainesville*  
J. HARVEY BAYLISS, *Pensacola*  
G. D. PERKINS, *Jacksonville* } *Members.*

WALTER P. BEVIS, *Tallahassee, Secretary*

## PERSONNEL OF EMPLOYEES IN GENERAL CHARGE OF THE WORK OF THE DEPARTMENT

### Engineering Division

J. L. Cresap, Tallahassee.....State Highway Engineer  
L. K. Cannon, Tallahassee.....Ass't. State Highway Engineer  
G. L. Derrick, Tallahassee.....Bridge Engineer  
Harvey A. Hall, Gainesville.....Testing Engineer  
F. W. Berry, Jr., Tallahassee.....Office Engineer  
Paul G. Kennemur, Gainesville, Acting Supt. of Equipment  
R. L. Bannerman, Marianna.....Div. Engr.—1st Div.  
Counties—Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf,  
Holmes, Jackson, Jefferson, Leon, Liberty, Okaloosa, Santa  
Rosa, Wakulla, Walton, Washington.  
J. H. Dowling, Lake City.....Div. Engr.—2nd Div.  
Counties—Baker, Bradford, Clay, Columbia, Dixie, Duval, Hamil-  
ton, Lafayette, Madison, Nassau, Suwannee, Taylor, Union.  
R. J. Cassie, Fort Pierce.....Div. Engr.—3rd Div.  
Counties—Brevard, Indian River, Martin, Okeechobee, St. Lucie.  
L. B. Thrasher, Ocala.....Div. Engr.—4th Div.  
Counties—Alachua, Citrus, Lake, Levy, Gilchrist, Marion, Put-  
nam, St. Johns, Sumter, Flagler, Volusia.  
A. W. Kinney, Lakeland.....Div. Engr.—5th Div.  
Counties—Hernando, Hillsborough, Manatee, Orange, Osceola,  
Pasco, Pinellas, Polk, Seminole.  
R. C. Fergus, Fort Lauderdale.....Div. Engr.—6th Div.  
Counties—Broward, Dade, Monroe, Palm Beach.  
Henry Wilson, Punta Gorda.....Div. Engr.—7th Div.  
Counties—Charlotte, Collier, DeSoto, Glades, Hardee, Hendry,  
Highlands, Lee, Sarasota.

### Auditing Division

S. L. Walters, Tallahassee.....Auditor

B. A. Meginniss, Attorney for the Department,  
Editor and Business Manager.

Volume VI

January, 1929

Number 1



## NEW PERSONNEL OF THE STATE ROAD DEPARTMENT

With this issue, we introduce to our readers, the new members of the State Road Department of Florida.

Mr. Robert W. Bentley, Acting Chairman, succeeds E. P. Green of Bradenton, whose term had expired prior to the beginning of the new State administration. The appointment of Mr. Bentley, who is also of Bradenton, was the first designation of a member of the new Board by Governor Carlton. Mr. Bentley is well known in Florida where he has been for many years an outstanding newspaper man. He has been managing editor of both the Tampa Morning Tribune and the Tampa Times, and more recently was the editor and proprietor of the Bradenton Herald, which he sold during the latter part of 1925. During the primary campaign he was the campaign manager for Hon. Doyle E. Carlton, the successful candidate for the Democratic nomination for Governor. Mr. Bentley's long and intimate touch with public affairs, and his sound judgment and executive ability make his appointment a peculiarly happy one, and there is every reason to believe that he will serve with distinction in his new capacity.

Mr. W. A. Shands of Gainesville, appointed to succeed Capt. W. J. Hillman of Live Oak, is one of the successful and outstanding business men of his home city. He is at present City Commissioner of Gainesville and is the manager of a large advertising concern.

Mr. G. D. Perkins of Jacksonville is also a business man. He is a retired grocer, interested in all public affairs, and equipped by experience to bring to his new position sound business methods. He will succeed either Dr. Fons A. Hathaway of Jacksonville, former Chairman of the Department, or Mr. I. E. Schilling of Miami, the latter's term having also expired.

The term of Dr. Hathaway would not have expired until November of the present year, but he tendered his resignation to Governor Carlton and the latter accepted it.

As we go to press the other member of the Department has not been appointed by the Governor, nor has the formal reorganization of the Board been effected. The regular quarterly meeting of the Department has been set for Monday, January 28th, at which time not only will the Chairman be elected, but consideration will be given by the Department to the budget of maintenance and construction work for the year 1929.

It's always been our ambition to lead a jazz band. As far as the river, anyway.—Judge.

### Call the Cops

Rube—"What do you think about this here evolution?"

Yokel—"It's a good idea—but can they enforce it?"—Life.



Montbrook, on State Road No. 5, Levy County.

## TRANSACTIONS AT SPECIAL MEETING

(Continued from Page 3)

tenth (96.1) feet measured from the northeast corner along the easterly side line of above referred to Lot 53; thence in a straight line across said lot, north 78 degrees (magnetic) for a distance of one hundred and three and six-tenths (103.6) feet or to an intersection with the westerly line of said Lot 53 at a point measured one hundred eighty and three-tenths (180.3) feet along the said westerly line of Lot 53 from its northwest corner. The said strip of land about such center line containing one-fifth of an acre, more or less, and all points and measurements thereof are shown and indicated on the plat attached and made a part of this description.

### SECOND DESCRIPTION OF LAND REQUIRED

A strip of land one hundred (100) feet in width, lying fifty (50) feet on either side of the center line of State Road No. 10 as the same is located in and across the northwest quarter of the northwest quarter of Section 8, Township 1 South, Range 22 West, in Okaloosa county, Florida, which road center line is described as follows: Beginning at a point on the easterly side line of the Hicks lands, measured along said side line one hundred seventy-eight and three-tenths (178.3) feet from its southeasterly corner; thence in a straight line north 78 degrees west (magnetic) across said Hicks lands a distance of three hundred twenty-one and eight-tenths (321.8) feet or to an intersection with the westerly side line of said Hicks lands at a point 1 degree —30 min. west and distant two hundred fifty-six and eight-tenths (256.8) feet from the southwest corner of said Hicks lands, the same corner being the distance of three hundred thirteen (313) feet west from the southeast corner of the northwest quarter of the northwest quarter of Section 8, above referred to. The said strip of land about

such center line contains three-quarters of an acre more or less and all points and measurements thereof are shown and indicated on the plat attached and made a part of this description.

BE IT FURTHER RESOLVED, that said County Commissioners be and they are hereby authorized to use the name of this Department in any condemnation proceedings necessary to carry out the purposes of this resolution, or to proceed in their own name as authorized by law.

BE IT FURTHER RESOLVED, that in the event that they shall elect to proceed in the name of this Department that their attorneys be and they are hereby authorized to prepare, execute and file all necessary pleadings, affidavits and documents in connection therewith.

### Project 764—Road 50—Suwannee County

The Chairman reported to the members that Duval Engineering and Contracting Company has applied for an extension of time within which to complete its contract for paving Project 764, Road 50, Suwannee county, on account of unusual weather conditions which have delayed progress of the work, and that he had granted an extension until February 1, 1929, subject to the Department's approval.

On motion of Mr. Green, seconded by Mr. Bayliss, the following resolution was unanimously adopted:

RESOLVED, That the action of the Chairman in extending the time of Duval Engineering and Contracting Company for the completion of the paving on Project 764, Road 50, Suwannee county, be and the same is hereby ratified and confirmed and that the said contract be and it is hereby extended to February 1, 1929.

### Project 719—Road 5-A—Suwannee County

The Chairman reported to the members that Broadbent Construction Company has applied for an extension of the time within which to complete its contract

for paving Project 719, Road 5-A, Suwannee county, on account of unusual weather conditions which have delayed progress of the work, and that he has granted an extension until February 1, 1929, subject to the Department's approval.

On motion of Mr. Green, seconded by Mr. Bayliss, the following resolution was unanimously adopted:

**RESOLVED**, that the action of the Chairman in extending the time of Broadbent Construction Company for the completion of the paving on Project 719, Road 5-A, Suwannee county, be and the same is hereby ratified and confirmed and that the said contract be and it is hereby extended to February 1, 1929.

#### **Award of Contracts**

The Department requested its attorney for an opinion as to whether the contracts for the construction of Project 55, Road 14, Alachua county, and Projects 728 and 644-C, Road 10, Leon county, could legally be let in view of the recent restraining order made by the Hon. E. C. Love, Judge of the Circuit Court for the Second Judicial Circuit of Florida. The attorney replied that there was nothing in the restraining order to prevent the letting of said contracts, bids having been duly received pursuant to legal advertisement on December 11th.

Thereupon, on motion of Mr. Schilling, seconded by Mr. Green, the following resolution was unanimously adopted:

**WHEREAS**, bids were asked by the Department for the construction of the projects hereinafter named, and

**WHEREAS**, the individual and firm respectively named were the lowest responsible bidders; now, therefore,

**BE IT RESOLVED**, that contracts be awarded to said low bidders and that the Chairman be, and he is, hereby authorized to execute said contracts as follows: Project 55, Road 14, surface treated lime rock base, to L. M. Gray, Gainesville, for a contract price of \$187,647.57; Projects 728 and 644-C, surface treated lime rock base, to R. G. Lassiter & Co., Jacksonville, for the contract price of \$251,600.54, the latter to be awarded and executed when Leon county shall have delivered to the Department its contribution of road bonds toward said construction.

#### **Award of Contracts Approved**

The Department requested its attorney for an opinion as to whether contract for the construction of Project 52, Road No. 1, Escambia county, could legally be executed, in view of the recent restraining order made by the Circuit Court of Leon county. The attorney replied that the said order had been dissolved by the Circuit Judge in so far as it related to said Project 52. Thereupon, on motion of Mr. Schilling, seconded by Mr. Green, the following resolution was unanimously adopted:

**WHEREAS**, bids were asked by the Department for the construction of a pavement on Project 52, Road No. 1, Escambia county, and

**WHEREAS**, R. G. Lassiter & Company, Jacksonville, was the lowest responsible bidder thereon for a concrete pavement; now, therefore,

**BE IT RESOLVED**, that the action of the Chairman in awarding the contract therefor to R. G. Lassiter & Company be and the same is hereby ratified and approved.



Giant Oaks—Wakulla County.

**BE IT FURTHER RESOLVED**, that the Chairman be and he is hereby authorized to execute the said contract with R. G. Lassiter & Company for a concrete pavement on said project, at and for its bid of \$185,439.00.

The Department here recessed until Saturday, January 5th, 1929.

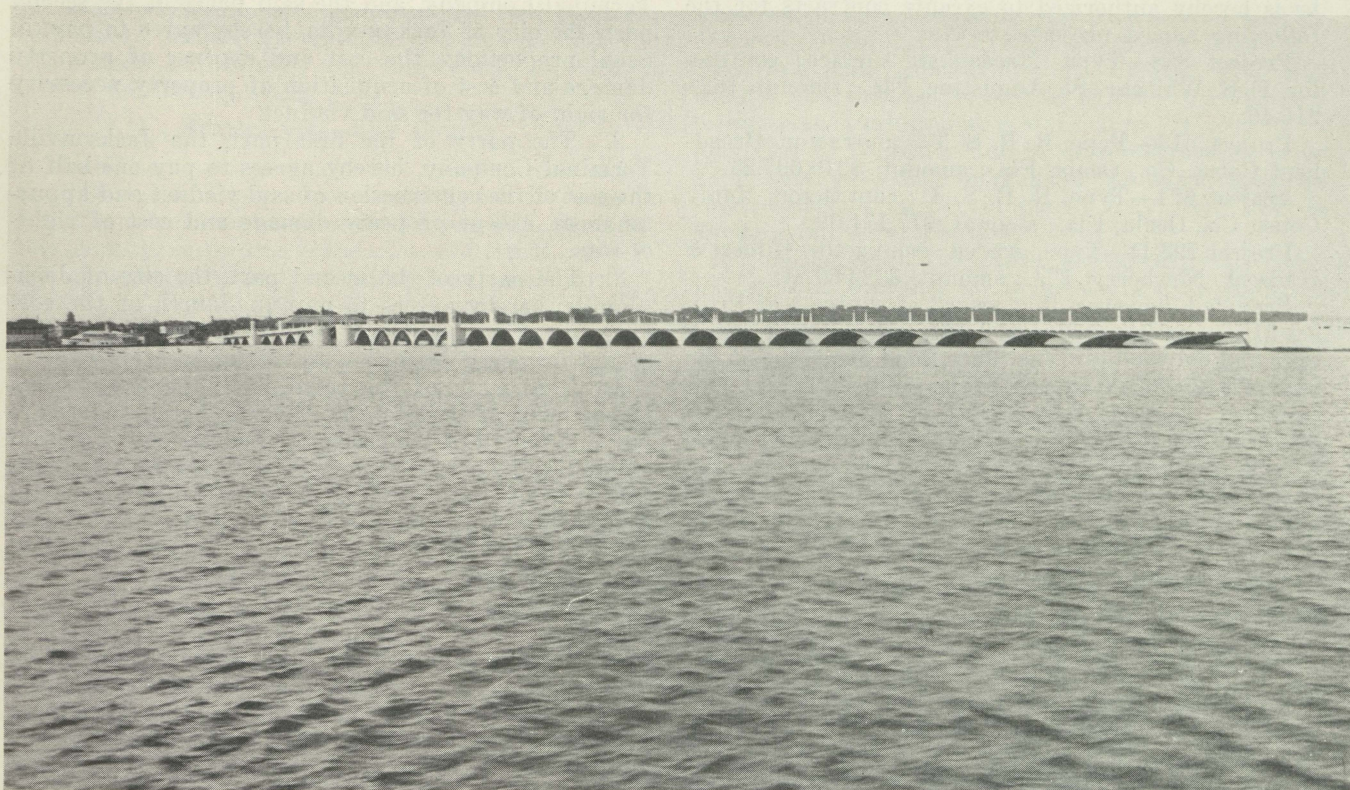
**Saturday, January 5, 1929**

The Department met pursuant to recess. Present as on yesterday.

#### **Approval of Payment of Attorney's Fees**

On motion of Mr. Schilling, seconded by Mr. Bayliss, the following resolution was adopted:

**RESOLVED**, that the payment of attorney's fees to Judge W. J. Oven, of Tallahassee, in the sum of \$4,600.00 for additional legal assistance in the cases of Lytle vs. State Road Department in the Circuit and Federal courts; Massachusetts Bonding and Insurance Company vs. the Department in the Circuit and Federal courts; and the injunction suit of Mark W. Munroe vs. the Department in the Circuit and Supreme courts, the Chairman having been heretofore authorized to secure such additional legal services, the same is hereby approved.



Bridge Across St. Johns River at Palatka, Putnam County. Roads 14 and 3. Built by County.

**Project 769, Road 5, Caloosahatchee River Bridge.  
Project 772, Road 5, Peace River Bridge.**

The Chairman read to the members the following letter from Thomas A. Edison:

FROM THE LABORATORY  
OF

THOMAS A. EDISON  
Orange, N. J., December 28, 1928.

Mr. F. A. Hathaway, Chairman,  
State Road Department of Florida,  
Tallahassee, Florida.

My Dear Mr. Hathaway:

I am very greatly honored and pleased to receive your letter notifying me that the bridge across the Caloosahatchee river at Fort Myers has been named for me and enclosing copy of resolutions passed by your Department.

This is indeed a wonderful monument, and I cannot adequately express my appreciation and gratification that you have seen fit to honor me in this enduring way. Will you kindly accept and convey to the members of the State Road Department my high appreciation and very sincere thanks.

Yours sincerely,

(Signed)

THOS. A. EDISON.

In the same connection the Chairman announced that the Department has received a telegram of similar nature from Barron G. Collier, expressing his appreciation and gratification at the naming of the proposed Peace River bridge the "Barron G. Collier Bridge."

**Approval of Award of Contracts**

Upon motion of Mr. Green, seconded by Mr. Schilling, the following resolution was adopted:

WHEREAS, bids were received for the construction of the projects hereinafter mentioned, and whereas the firms hereinafter named were the lowest responsible bidders therefor, and

WHEREAS, contracts were awarded to said firms, but before execution of contracts the Department was enjoined from execution of same, and

WHEREAS, subsequently the Court dissolved said restraining order in so far as it relates to the said projects hereinafter named,

NOW, THEREFORE, Be It Resolved, that the award of said contracts be and the same is hereby approved, and that the Chairman be and he is hereby authorized to execute contracts as follows:

Project 763, Road 50, Suwannee County, to Duval Engineering & Contracting Co. for rock base, surface treated; contract price \$136,544.80.

Project 765, Road 50, Suwannee County, to Duval Engineering & Contracting Co. for rock base, surface treated; contract price, \$85,557.85.

**Extension of Contract Project 743, Road 10**

On motion of Mr. Bayliss, seconded by Mr. Green, the following resolution was adopted:

RESOLVED, that the existing contract between the Department and Baker-Lewis Construction Company of Marianna for hauling on Road 10 be and the same is hereby extended to cover and include Project 743, Road 10, Bay county, at and for the sum of \$70,000.00, payments to be made in accordance with the terms and provisions of the present contract.

**Award of Contracts**

On motion of Mr. Schilling, seconded by Mr. Bayliss, the following resolution was unanimously adopted:

WHEREAS, the Department, on December 11, 1928, received bids for the construction of the projects hereinafter named, and

WHEREAS, the firms and individuals hereafter respectively indicated were the lowest responsible bidders therefor:

NOW, THEREFORE, Be It Resolved, that contracts be and they are hereby awarded to said lowest responsible bidders, and that the Chairman be and

he is hereby authorized to execute contracts for the following named projects, to-wit:

Project 858—Type, Macasphalt surface; contractor, F. S. Whitney, St. Augustine, Fla.; amount, \$62,216.46.

Project 518—Type, R. B. S. T.; contractor, Broad-bent Const. Co., Ocala, Fla.; amount, \$219,697.25.

Project 624—Type, R. B. S. T.; contractor, Manly Const. Co., Ocala, Fla.; amount, \$77,171.08.

Project 793-D—Type, graded; contractor, Gilbert & Hadsock, Newberry, Fla.; amount, \$32,960.81.

Provided, however, that award of contract of Project 518 is conditioned upon Lafayette county turning over and delivering to the State Road Department the sum of \$100,000.00 in cash, to be applied thereto, and provided, further, that award of contract for the construction of Project 793-D is conditioned upon Citrus county turning over and delivering to the State Road Department in cash the full amount required by said contract, to-wit: the sum of \$36,256.89, which is the amount of said bid, plus 10 per cent for engineering and contingencies.

#### **Enterprise or Beaver Street Viaduct, Jacksonville**

On motion of Mr. Schilling, seconded by Mr. Bayliss, the following resolution was adopted:

WHEREAS, this Department by resolution adopted at its first meeting in January, 1928, agreed to participate in the construction of a viaduct over the railway tracks on State Road 1 on Enterprise or Beaver street, in the city of Jacksonville (the same to be and become a part of State Road System), to the extent of one-fourth of the cost of same, not to exceed, however, the sum of \$125,000.00, and

WHEREAS, the Jacksonville Terminal Company has advertised for bids for the construction of said viaduct, on plans and specifications which have been approved by the engineers of this Department, and

WHEREAS, the bid received is in the judgment of said engineers a fair and reasonable bid, and the bidder a responsible bidder,

NOW, THEREFORE, Be It Resolved, that the Chairman be and he is hereby authorized to enter into a contract with the city of Jacksonville and the Jacksonville Terminal Company, in form substantially as follows, to-wit:

THIS AGREEMENT, executed this.....day of January, A. D. 1929, by and between the JACKSONVILLE TERMINAL COMPANY, a corporation, hereinafter called the "party of the first part"; the CITY OF JACKSONVILLE, a municipal corporation in Duval county, Florida, acting by and through its City Commission, hereinafter called the "party of the second part," and the STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA, hereinafter called the party of the third part, WITNESSETH, That,

WHEREAS, the parties hereto are jointly desirous of constructing in the city of Jacksonville, Duval county, Florida, a certain viaduct on BEAVER STREET across the railroad tracks operated by the party of the first part, according to plans and specifications heretofore approved by the respective parties hereto and dated December 1, A. D. 1928, a copy of said specifications being hereto attached, said viaduct being a part of State Road No. 1 in the State of Florida.

NOW, THEREFORE, IN CONSIDERATION of the mutual covenants hereinafter set forth, the parties hereto hereby agree as follows:

1. The said party of the first part, the Jacksonville

Terminal Company, and the said party of the second part, the city of Jacksonville, hereby agree to pay, in equal proportions, the cost and expense of property damage and cost of acquisition of property necessary for right-of-way for said viaduct.

2. The party of the first part, the Jacksonville Terminal Company, hereby agrees to pay one-half of the cost of the construction of said viaduct and appurtenances, except property damage and cost of right-of-way.

3. The party of the second part, the city of Jacksonville, hereby agrees to pay one-fourth of the cost of the construction of said viaduct and appurtenances, except property damages and cost of right-of-way.

4. The party of the third part, the State Road Department of the State of Florida, hereby agrees to pay one-fourth of the cost of the construction of said viaduct and appurtenances, except property damage and cost of right-of-way, it being understood and agreed, however, that the portion of the cost of said work to be borne by the State Road Department shall in no event exceed the sum of \$125,000.00.

5. It is mutually understood and agreed by and between the parties hereto that the said city of Jacksonville and the said State Road Department of the State of Florida shall pay over their pro rata share of the cost of construction of said viaduct as agreed, as contractor's estimates shall become due, to the Jacksonville Terminal Company, party of the first part, and that the said party of the first part shall in turn pay the same over to the contractor as said estimates are approved, and the said party of the first part shall be solely responsible for the proper construction of said viaduct and appurtenances and the disbursement of such funds.

6. It is further mutually understood and agreed that said work shall be under the joint direction and supervision of an Engineering Committee, composed of the chief engineer of the said Jacksonville Terminal Company, the city engineer of the city of Jacksonville, and the chief engineer of the said State Road Department of the State of Florida, which said committee of engineers shall approve all estimates of the contractor performing said work before the same are paid.

IN WITNESS WHEREOF, the parties hereto have duly executed this agreement in triplicate, this the day and year above written.

JACKSONVILLE TERMINAL COMPANY,

By.....

Its.....

CITY OF JACKSONVILLE,

Acting by and through its City Commission.

By.....

Its Chairman.

STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA,

By.....

Its.....

ATTEST:

.....

Its .....

ATTEST:

.....

Its Secretary.

ATTEST:

.....

Its .....

Provided, however, that the execution of said contract is conditioned upon the letting of contract for

the construction of said bridge in full and complete accordance with the standard specifications of the State Road Department and particularly as they relate to reinforcing steel.

#### Project 680—Bay County

The Chairman reported to the members that Johnson, Drake & Piper, Inc., and Siems, Helmers & Schaffner, Inc., contractors on Project 680, Road 10, Bay county, have filed claims for additional compensation because of alleged unforeseen conditions.

On motion of Mr. Schilling, seconded by Mr. Green, the following resolution was adopted:

BE IT RESOLVED, that the Chairman be, and he is, hereby authorized to adjudicate and adjust, as shall

seem best to him, the claims which have been filed by Johnson, Drake & Piper, Inc., and Siems, Helmers & Schaffner, Inc., contractors, on Project 680, Bay county, and that he be, and he is, hereby authorized to allow such additional compensation, if any, as he may find to be justly due to said contractors, or to adopt such procedure or plan for the adjudication of such claims as in his judgment may seem best to secure a fair determination thereof.

On motion of Mr. Schilling, seconded by Mr. Bayliss, expense accounts of the members were approved and ordered paid.

There appearing no further business, the foregoing minutes were read and approved and the Department was adjourned.

## Shall We Divert Gasoline Tax Revenue to Other Than Road-Building Purposes?

By H. H. RICE, Chairman, Taxation Committee, National Automobile Chamber of Commerce

Mr. Rice was connected with Col. Albert A. Pope at the time he was doing the work which led him to be called "the pioneer of the great movement for better roads." In recent years he has been identified with the General Motors Corporation, at one time as vice-president in charge of personnel, again as president of the Cadillac, and at present as assistant to the president. He is a member of the Board of Directors of the National Automobile Chamber of Commerce, its treasurer, and a member of its highway committee. He was chairman of the official delegation from the United States to the first Pan-American Congress of Highways at Buenos Aires in 1925, was a member of the official delegation to the fifth International Road Congress at Milan in 1926, and during the past year was a member of the delegation which attended the meeting of the Permanent Road Commission at Paris, in June, when that organization was officially invited to hold its next sessions in this country.

500,000 in round figures, which was collected on a net gasoline use of 4,652,000,000 gallons of gasoline taxed at an average rate of 3.02 cents per gallon. This amount is greater than the entire year's collection in 1921.

TEN years ago the people of Oregon by initiative vote, imposed upon themselves a gasoline tax of one cent per gallon for the purpose of meeting highway costs. One month later North Dakota and New Mexico took similar action, and thirty days later Colorado followed.

As 1929 opens, Massachusetts joins the ranks of gas tax states with a two-cent levy and New York remains as the only commonwealth in the United States which has not at some time voted for this tax. Illinois has no gasoline levy because its supreme court has held the act of 1928 unconstitutional, but a number of legislative proposals are pending which have been drafted to meet the objections of the court to the earlier measure. So in a single decade, a direct sales tax enacted for the specific purpose of assessing part of the costs of road building against the users of the highway, has swept the nation, and while it would be exaggeration to say the levy has been popular, since this term is never applicable to taxation, apparently tax payers have found it more equitable than alternative suggestions of various kinds.

#### Tax Has Grown Rapidly

Not alone has the tax become almost universal in application but there has been a sharp increase in total amounts collected as well as a trend in the direction of increases in the levy per gallon. Thus an examination of the figures of the Bureau of Public Roads shows that in the first half of 1928 the total returns on fuel for motor vehicles amounted to \$140,-



Project 581. Hillsborough County.

While final figures are not yet available for the second half of the year it can be safely estimated from data already available that the total for the year will be \$325,000,000 on a gas consumption of 10,700,000,000 gallons and at a rate of 3.02 cents. (U. S. Bureau of Public Roads weighted average June 30, 1928.) In passing it might be noted that the approximate grand total consumption of gasoline, including Massachusetts, New York and five months of Illinois, amounted to 5,533,000,000 gallons for the first half of the year. The total for the year is expected to be around 13,000,000,000 gallons.

#### Four Increases This Year

During the first half of 1928 New Hampshire increased its tax to four cents and Virginia its levy to five cents. At the November elections Louisiana went from two to four cents per gallon in order to meet highway bond issue costs, and Oregon, the state which initiated this type of legislation, increased its charge from three cents to five for the same reason.

It is interesting to note, however, that while seven states, New Mexico, Arkansas, Florida, South Carolina, Kentucky, Virginia and Oregon now assess a five-cent tax, no state has gone beyond that amount, and there appears to be little evidence that proposals for charges in excess of this figure are receiving serious consideration.

As a matter of fact the trend in states where tax returns are larger than in the ones mentioned seems to be to hold the amount around three cents, or less.

#### Levy Arouses World Interest

The comparative ease with which these taxes have been voted by the public has naturally focused wide attention on them. Fiscal experts from other countries have come here to study the several state statutes and there is a world-wide trend toward similar levies as is evidenced by recent enactments in Great Britain, Brazil and Uruguay, and by the interest which German economists have taken in the subject. It is not surprising, moreover, that our own legislators, constantly harrassed as they are by the demand for funds for a variety of purposes, should from time to time be found advancing suggestions for diversion of these levies to other than road uses, although most state laws specifically provide that these funds can only be used for road improvement. Thus far, however, these proposals have met with little favor on the part of the tax payers. While the diversion today of gas taxes from state and county funds amounts to around \$10,000,000 annually, an analysis of these cases shows that only in three instances does the money go outside of road uses.

#### Few Cases of Diversion

In Florida something more than \$1,000,000 is devoted to public schools and a permanent building fund, while in Texas about \$2,300,000 has been diverted to a free school fund. Georgia placed about \$500,000 in its general fund in 1928 and in the past has used these moneys for the retirement of railway bonds. The only other instance of diversion occurs in Mississippi, where gas funds have been used to build a sea wall to protect a road which might be interpreted as a use of funds for highway purposes.

Among the suggestions heard now in legislative halls for further distribution are plans for further school building from gas taxes, creation of airport facilities, and further contributions to the general fund.

#### Taxes Accepted Only for Road Uses

Most of these suggestions overlook the fundamental

principle which has brought about a public acquiescence in the gasoline levy, but so long as state highway departments remain vigilant to their trust, there is little likelihood that they will escape public scrutiny. The fact is that the gasoline tax has been accepted by the highway-using public as a fair yardstick for the measurement of their contribution to the costs of highway development.

Motorists generally are not unmindful that road improvements add greatly to land valuation, and that everyone, whether a car owner or not, shares in the benefit of better highways. Yet time after time this argument has been waived and car users have voted special taxes upon themselves. In so far as can be determined from the expression of motor club leaders this viewpoint prevails today, carrying with it but two provisos—the first, that these levies are special benefit taxes and consequently must be used for road building; the second, that they must be reasonable in amount.

This attitude was early agreed upon as sound and in the public interest, by the American Association of State Highway Officials, the Investment Bankers, the National Automobile Chamber of Commerce, and other motoring agencies, and it has the support today of economists and of the public generally.

Any further attempt to deflect gasoline taxes from specific road uses is certain to encounter strong opposition not alone as a breach of good faith but as a violation of what has proved to be sound public policy in a vast public improvement.

#### City and County Problems

There are two other aspects of the gasoline situation deserving of special attention from those concerned with the administration and development of our highway systems. These are found in the diversion of part of the funds collected by the states to cities or to counties.

From time to time, municipal authorities in various sections have sought a return of gasoline taxes for city street improvements. In a very few instances, notably Baltimore, where the tax collections comprise some 40 per cent of the total state returns, allowances have been made. Generally, however, these efforts have been successfully resisted by state authorities. As government studies have demonstrated, most of the traffic on our country roads is generated in the cities, and it is the city traffic which is largely responsible for our modern high-type road requirements. The city user should, and generally does, pay his share of the cost.

Traffic surveys by the U. S. Bureau of Public Roads disclosed the fact that from 88 percent to 94 percent of the passenger car traffic on the state highway systems of Ohio, Vermont and New Hampshire was of city origin. From 81 percent to 89 percent of the truck traffic was of similar origin.

#### Cities Need Rural Roads

No modern community can afford to be without a network of good roads connecting it with the adjoining country if it is to maintain a constant market for the wares which its people have to sell. Whatever gasoline taxes paid by city residents may be used for the construction of rural roads are more than compensated by the increase in effective cruising range and the decrease of operating costs. While there may be equity in the claim of taxicab operations and other motorists who may never leave the city at all, even these groups profit by the expansion of their business which comes from the more intimate contact with the

## Contracts Awarded by State Road Department January 1st, 1928, to December 31st, 1928

Proj.	Rd.	County	Contractor	Lgth. Miles	Lgth. Feet	Contract + 10%	Type
55-B	14	Alachua	Sutton Brothers	.....	457	54,272.17	Concrete Bridge
677-D	13	Levy	General Construction Co.	.....	1,335	43,000.98	Timber Bridge
710-B	17	Hillsborough	Frost Construction Co.	.....	260	54,775.16	Concrete Bridge
764-B	50	Suwannee	Sutton Brothers	.....	113	19,043.82	Concrete Overhead
677-D	13	Levy	Duval Engr. & Contr. Co.	8.91	.....	110,370.35	Rock Base, Surface Treated
710-C	17	Hillsborough	E. F. Powers Const. Co.	12.69	.....	95,125.45	Clearing, Grubbing & Grading
755	17	Polk	B. Booth	11.52	.....	58,518.86	Clearing, Grubbing & Grading
757	2	Polk	Little & Lee	10.26	.....	63,516.17	Clearing, Grubbing & Grading
758	2	Polk	Little & Lee	8.34	.....	46,380.34	Clearing, Grubbing & Grading
732	17	Polk	Gilbert & Hadsock	8.94	.....	57,077.26	Clearing, Grubbing & Grading
736	39	Holmes	C. G. Kershaw Contr. Co.	8.58	.....	45,097.93	Clearing, Grubbing & Grading
709	39	Holmes	C. G. Kershaw Contr. Co.	9.09	.....	53,931.71	Clearing, Grubbing & Grading
61-C	1	Gadsden	Morgan-Hill Paving Co.	9.77	.....	244,581.31	Concrete
710-A	17	Hillsborough	Franklin Construction Co.	6.18	.....	38,592.08	Clearing, Grubbing & Grading
697	1	Escambia	E. M. Chadburne	.20	.....	3,401.25	Surface Treatment.
683-A	4	Palm Beach	Robert G. Lassiter & Co.	8.04	.....	264,999.43	Concrete.
695	2	Lake	Rutherford Const. Co.	3.00	.....	46,992.07	Rock Base, Surface Treated
827	1	Escambia	S. G. Collins	8.12	.....	50,151.29	Clearing, Grubbing & Grading
61-A	1	Gadsden	M. C. Winterburn, Inc.	10.00	.....	231,578.27	Concrete
669-X	27	Collier	Phoenix Asphalt Paving Co.	9.40	.....	28,814.77	Surface Treatment.
62-C	24	Osceola	Everglades Construction Co.	11.83	.....	115,303.71	Clearing, Grubbing & Grading
62-D	24	Osceola	A. D. Weeks	12.62	.....	83,299.72	Clearing, Grubbing & Grading
62-A	24	Osceola	A. D. Weeks	12.52	.....	66,571.01	Clearing, Grubbing & Grading
807-A	25	Palm Beach	R. C. Huffman Const. Co.	10.81	.....	201,713.22	Rock Base, Surface Treated
807-C	25	Palm Beach	R. C. Huffman Const. Co.	6.14	.....	99,923.54	Rock Base, Surface Treated
804	67	Glades	C. A. Steed & Sons, Inc.	18.55	.....	416,083.52	Rock Base, Surface Treated
659	3	Clay	Duval Engr. & Contr. Co.	7.25	.....	95,449.15	Rock Base, Surface Treated
815	54	Okaloosa	Silas Gibson	13.58	.....	60,680.23	Clearing, Grubbing & Grading
819	54	Okaloosa	Walter J. Bryson Paving Co.	4.69	.....	20,979.67	Clearing, Grubbing & Grading
823	41	Okaloosa	Walter J. Bryson Paving Co.	9.18	.....	34,085.34	Clearing, Grubbing & Grading
824	41	Okaloosa	Walter J. Bryson Paving Co.	9.81	.....	59,898.02	Clearing, Grubbing & Grading
820-B	96	Jefferson	Perkins Const. Co.	.....	114	4,881.25	Timber Bridge
743	10	Bay	Maddox Foundry & Machine Co.	.....	120	13,774.47	Timber Bridge
802-A	10	Okaloosa	C. C. Hayes	8.67	.....	76,559.56	Clearing, Grubbing & Grading
661	2	Lake	P. B. Alsbrook	0.10	.....	1,980.00	Clearing, Grubbing & Grading
769	5	Lee	Central Station Equipment Co.	.....	4,430	585,216.61	Concrete Bridge
803	10	Okaloosa	Collins Construction Co.	11.13	.....	82,342.33	Graded & Drained
56	10	Leon	Nelson Brothers	17.982	.....	430,409.67	Concrete
53-C	2	Lake	Manly Construction Co.	2.85	.....	67,778.57	Bituminous Concrete
719	5-A	Suwannee	Broadbent Const. Co.	8.57	.....	91,044.80	Rock Base, Surface Treated
764	50	Suwannee	Duval Engr. & Contr. Co.	12.00	.....	140,666.31	Rock Base, Surface Treated
687-B	2	Lake	Wm. P. McDonald Const. Co.	15.22	.....	209,058.24	Rock Base, Surface Treated
802-C	10	Okaloosa	Curry & Turner	10.24	.....	45,545.92	Graded & Drained
738	42	Jefferson	R. J. Carroll	10.17	.....	69,488.78	Graded & Drained
820	96	Jefferson	Curry & Turner	9.45	.....	67,870.63	Graded & Drained
669-W	27	Collier	H. E. Wolfe	16.00	.....	58,856.15	Surface Treated
740	10	Gulf	Baker-Lewis Const. Co.	9.62	.....	37,400.00	Hauling Rock
669	27	Collier	Alexander, Ramsey & Kerr	.....	.....	38,720.00	Guard Rail
685	10	Franklin	L. L. Pararo Const. Co.	18.46	.....	93,500.00	Hauling Rock
669-V	27	Collier	H. E. Wolfe	31.62	.....	116,314.44	Surface Treatment
723-724	66	Leon	W. B. Wright	21.41	.....	33,000.00	Hauling
821	96	Jefferson	Bishop Contracting Co.	5.18	.....	29,359.05	Graded & Drained
672	1	Leon	J. B. McCrary Engr. Corp.	9.92	.....	208,641.07	Concrete
673	1	Gadsden	Robert G. Lassiter & Co.	14.97	.....	292,508.17	Concrete
733	33	Walton	Walter J. Bryson Paving Co.	4.23	.....	47,373.22	Sand Clay
734	40	Walton	Penton-Mathis Const. Co.	7.89	.....	69,581.67	Sand Clay
735	40	Walton	Walter J. Bryson Paving Co.	13.71	.....	130,342.33	Sand Clay
751	40	Walton	Walter J. Bryson Paving Co.	7.28	.....	53,739.49	Sand Clay
752	40	Walton	Walter J. Bryson Paving Co.	8.72	.....	63,037.15	Sand Clay
788	10	Walton	Walter J. Bryson Paving Co.	17.54	.....	164,274.07	Graded & Drained
842	115	Walton	Walter J. Bryson Paving Co.	10.00	.....	76,591.51	Graded & Drained
669-C	27	Dade	H. E. Wolfe Const. Co.	12.00	.....	74,142.12	Surface Treated
669-Y	27	Collier	Wm. P. McDonald Const. Co.	13.55	.....	117,119.60	Graded & Drained
764*	50	Suwannee	Duval Engr. & Contr. Co.	.....	.....	42,380.41	Surface Treatment
52	1	Escambia	Robert G. Lassiter & Co.	10.00	.....	203,982.90	Concrete
763	50	Suwannee	Duval Engr. & Contr. Co.	12.23	.....	150,199.28	Rock Base, Surface Treated
765	50	Suwannee	Duval Engr. & Contr. Co.	7.00	.....	94,113.63	Rock Base, Surface Treated
614*	5	Sarasota	Walter J. Bryson Paving Co.	.....	.....	38,095.31	Asphalt Surface
669-D	27	Dade	H. E. Wolfe Const. Co.	5.00	.....	11,035.53	Surface Treatment
669-E	27	Dade	Alexander, Ramsey & Kerr, Inc.	.....	.....	5,505.50	Guard Rail
669-W	27	Collier	Alexander, Ramsey & Kerr, Inc.	.....	.....	6,380.00	Guard Rail
743	10	Bay	Baker-Lewis Const. Co.	18.25	.....	77,000.00	Hauling
Totals				630.68	6,829	\$7,084,017.64	

Note—\* Included in contract above.

country made possible by better communication. Further, the growth of metropolitan areas and the constant demand for by-passing or arterial gateways furnish improvements of direct benefit to city users, the cost of which will be largely borne from state funds. So well are these facts known that urban sentiment generally has stood strongly behind the use of city-collected funds for rural road improvement and there is no evidence of any change.

### County Diversion Serious

The question of diversion of gasoline funds to the counties is more serious both in amount and from an

administrative point of view, than has been the municipal problem.

Highway building began as a local enterprise and it was not until the advent of the gasoline propelled engine that there was any great necessity for the building of state-wide systems. Consequently the county unit preceded both the state and national administrations in the present structure of highway organization. For a long time the county commission was the dominant force in highway building and in many states it still has large powers as a political group. The result has been that in many cases legis-

latures have enacted statutes which return to the county authorities specified percentages of the gasoline taxes collected by the state for use on county systems. Dependent in extent upon the type of commission involved, there are many evils involved in this practice. Obviously, the first effect is to retard the development of main state roads and until these systems are completed there is little excuse in reason for diffusion of funds.

#### **Funds Not Used to Best Purpose**

Beyond this, there is a more serious fault in the fact stated recently in a bulletin issued by the Bureau of Public Roads that not more than one-third of the counties of the United States have adequate highway engineering control or definite systems upon which their funds are concentrated. The waste that grows out of conditions of this sort, further magnified by the fact that the smaller the unit the greater must be the overhead cost, constitutes the weakest link in the chain of our highway expenditures. Two states where this system has been strongly entrenched in the past—Iowa and Kansas—inaugurated new policies at the November elections when by overwhelming vote, both gave sweeping control over highway affairs within their borders to the state highway departments. A third, Minnesota, flatly declined to depart from a sim-

ilar policy and voted down resolutions calling for diffusion of the gasoline funds.

In some states the problem is reached by a state supervision of funds so returned. In others, movements have been undertaken to bring counties together into districts in order to co-ordinate their activities and to bring down the overhead. The question is one that goes outside the mere realm of gasoline tax diffusion since it involves the whole relation between state and county officials, but the gasoline tax is an important element because it constitutes a considerable percentage of the funds involved.

#### **Use of Tax Watched by Public**

Usually, public irritation at taxes grows out of their collection. In the case of the gasoline levy, it is apparent from this survey that as long as the rate is kept within reasonable limits, the sole question will be in the uses to which the tax is put.

Here is a case where the tax payer pays a direct tax for a direct purpose. From the moment he leaves the filling station along the road, his eyes and other senses combine to tell him that he is or is not getting value received.

The gasoline tax puts the legislator and the road builder on trial with the public as judge, jury and prosecutor.—Manufacturers Record.



Camp Site on Wilson Highway in Gulf County.

## **Wide Discussion Under Way in Different States About Gasoline Tax for County Built Highways**

**M**ANY people in Florida believe the state has expended so much money on splendid highways that it could now wisely lessen these expenditures and appropriate a portion of the income from the gasoline tax to the payment of interest or the amortization of bonds issued by the counties for

highway work. The advocates of this plan take the ground that as the highways built by the counties are equally as important to motorists as are those built by the state, they really form a part of the state highway system, and that, therefore, the state should take cognizance of that fact and apportion a part of the

gasoline tax to lessening the taxation in the individual counties for the payment of the bonds issued for highways.

On the other hand, some leading attorneys in the state say this would be thoroughly unconstitutional, and that it could not be done; some for a while took the ground that the tax on gasoline should be lessened, holding the belief that the state need not spend so freely on highway building as it has heretofore been doing.

The same question is being faced in Texas, and in an interesting letter from Governor Moody, published in this issue, he refers to a proposition being considered there of issuing \$225,000,000 of state bonds for highway work and the apportionment of some of the money thus raised by payment to the counties as a refund of the amount they have expended from their local bond issues in the construction of designated highways. The suggestion was made by the chairman of the Highway Commission that if this plan should be carried out and the money be refunded, it could be used for the retirement of county bonds or be voted on by the people for the construction of new lateral roads.

The annual income of the Texas Highway Department, including Federal aid, is upward of \$20,000,000 a year, but the vast area of that state has made it impossible as yet to carry out a complete highway building system over the entire state.

The information given in Governor Moody's letter as to the discussion that is taking place in Texas on this subject in connection with the question of issuing \$225,000,000 of bonds, will prove of extreme interest to the people of Florida and of all other states where counties have issued bonds for the building of highways which should in effect be a part of a general state highway system.

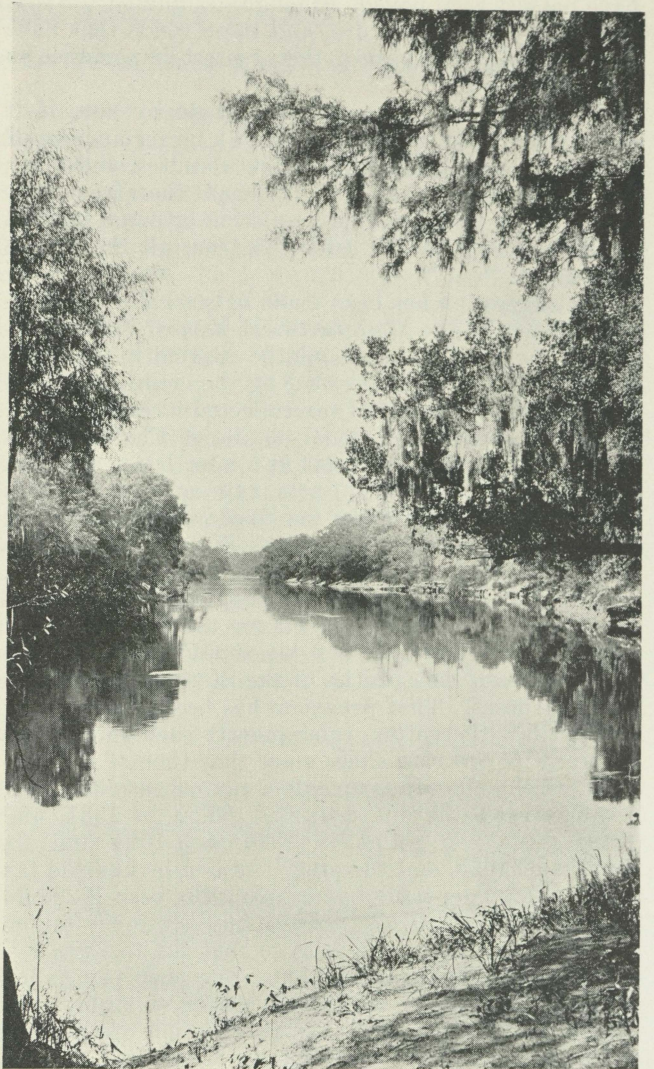
During 1925, 1926, 1927 and up to December 1, 1928, Florida had received from the gasoline tax \$39,855,643; the income for 1927 being \$10,980,585, and up to December 1, 1928, amounting to \$10,376,480. The distribution of this fund as given by Ernest Amos, Comptroller of Florida, to the Manufacturers Record is as follows:

Distribution:	
Expense of Collection .....	\$ 18,000.00
Paid to Counties for County Roads .....	9,434,419.59
Paid to State Road Department .....	27,403,746.65
Public Free School Fund .....	1,999,655.65
Permanent Building Fund .....	999,822.59
	<hr/>
	\$39,855,643.48

One interesting fact in connection with the gasoline taxes is that in the collection of \$39,855,643 the total collection cost was \$18,000. The cost of collecting \$21,044,312 for automobile licenses was \$1,262,658, which of course involved the cost of having the license tags made and their handling through different agencies all over the state. But to collect \$39,000,000 in gas tax money at a cost of \$18,000 is a remarkable achievement.

Automobile licenses have brought into the state during 1925, 1926, 1927 and for the first eleven month of 1928, \$21,044,312. The receipts as reported by Comptroller Amos and the way in which these funds have been expended are shown as follows:

Collected during year of 1925 .....	\$ 3,645,627.80
Collected during year of 1926 .....	6,789,685.80
Collected during year of 1927 .....	5,692,128.02
Collected to December 1, 1928 .....	4,916,871.27
	<hr/>
	\$21,044,312.89



Famous Suwannee River, Just North of State Road No. 1

Distriution:	
Expense of Collection .....	\$ 1,262,658.77
Balance 5% Maintenance Road Department .....	989,082.71
Balance 25% to Counties for County Roads .....	4,945,413.53
Balance 70% to State Road Department .....	13,847,157.88
	<hr/>
	\$21,044,312.89

In further discussion of this subject as it relates to the situation in Florida, Mr. Amos writes:

"I am not advised of any decision rendered by the courts of this state in relation to the distribution of the gasoline tax to the several counties.

"That part of the gasoline tax which is used for State road building constitutes all but 25 per cent of the four cents per gallon tax collected, of which 25 per cent is distributed equally between the counties, each county receiving the same.

"In referring to the gasoline tax above, I am including only four cents of the five-cent tax authorized and collected on gasoline sold in the state of Florida, because one cent of the tax is applied to educational purposes and distributed among the different counties of Florida to that end.

"The 25 per cent of the four cents of the gasoline tax which is distributed to the counties is distributed in equal amounts to each of the different counties, regardless of the population or wealth of the county, and is used for county road purposes.

"There are a number of miles of state roads that

have not yet been paved, although designated for that purpose by the legislature, and these roads that have been so designated are of the greatest importance to the state.

"The effect of the suggestion made by you, if it could be adopted, would be to send a larger amount of the gasoline tax money into a few counties, and other counties would not receive any benefit therefrom, consequently, it would not be a uniform or equal method of distributing the tax collected from all the people of the state."

The suggestion has been made by some Florida people, but not by the Manufacturers Record, that a portion of the gasoline tax should be allotted to the counties for highway bonds issued by the counties in proportion to the amount of tax collected in each county.

In giving some additional details of Florida's gasoline tax, Comptroller Amos in a later letter says:

"The law providing for a tax on gasoline was passed in 1921. And the tax fixed was one cent per gallon, all of which went to the State Road License Fund to be expended by the State Road Department.

"In 1923 the legislature increased the rate per gallon to two cents and provided for the first time that one cent per gallon of such tax should be equally divided between the counties of the State of Florida for road purposes. That provision has been incorporated in each law thereafter, consequently each county has received its pro rata share since that time of the proceeds of the one cent per gallon tax on gasoline.

"The rate was one cent per gallon in 1921, and three cents per gallon in 1923 and 1924 and six months of 1925, and the other six months had the tax of four cents per gallon and during the year 1926 and up to July 31, 1927, the tax was four cents per gallon. In 1927 the act was changed so that the tax was five cents per gallon, the additional one cent per gallon being divided between the institutions of higher education of the state. But the distribution of an equal amount to each county of the one cent of the tax has been kept up since July, 1923, to date."—Manufacturers Record.

### MOTORISTS RUSHING TO FLORIDA

Indicating the movement of motorists from the North to the South, the Miami Herald reports that between noon and 6 P. M. on Saturday, December 29, 195 automobiles bearing out-of-state licenses passed the Information Booth into Miami. Thirty-six states and the District of Columbia and Canada were represented in these cars, the list being as follows:

New York, 29; Massachusetts, 5; Illinois, 18; District of Columbia, 6; Michigan, 18; Maryland, 4; New Jersey, 14; Tennessee, 4; Wisconsin, 4; Georgia, 6; New Hampshire, 2; Rhode Island, 2; Maine, 1; Vermont, 1; Oregon, 1; California, 2; Mississippi, 1; North Carolina, 1; South Carolina, 3; South Dakota, 2; Oklahoma, 1; Delaware, 3; Missouri, 2; Connecticut, 2; North Dakota, 3; Alabama, 3; Minnesota, 3; Ohio, 23; Virginia, 3; Nebraska, 2; Kansas, 1; Washington, 1; Canada, 2; Pennsylvania, 8; Iowa, 1; West Virginia, 5; Colorado, 1, and Indiana, 10.

This is simply the report of a part of one day's arrivals during which a record of incoming cars was kept. All over the state of Florida out-of-state cars are in evidence everywhere.

On Tuesday, the count showed 274 out-of-state cars arriving at Miami, with about 1,000 passengers, representing 33 states and Canada. On the same day the steamship Iroquois of the Clyde Line arrived at

Miami with 420 passengers direct from New York, while the steamship Fairfax of the Merchants and Miners Line arrived from Philadelphia with 100 passengers, having landed about the same number at Jacksonville. Many leading Florida hotels report that their reservations are far ahead of this time last year.

On the following Monday, a count was kept of all out-of-state automobiles entering Miami between 2 P. M. and 6 P. M., with the result that 161 cars were reported for the four hours thus checked, representing the following states:

New York, 37; Ohio, 17; Massachusetts, 5; New Jersey, 16; Illinois, 7; Indiana, 10; North Dakota, 1; Pennsylvania, 9; Maryland, 3; Tennessee, 4; Michigan, 5; Missouri, 3; Kentucky, 3; Mississippi, 3; Kansas, 1; District of Columbia, 1; Virginia, 1; Connecticut, 3; Maine, 4; Alabama, 2; North Carolina, 4; Georgia, 4; Wisconsin, 2; Rhode Island, 2; New Hampshire, 2; South Dakota, 2; California, 3; Louisiana, 1; South Carolina, 3; Nebraska, 1; Minnesota, 1; Iowa, 1.—Manufacturers Record.

### HIGHWAY BRIEFS

**MASSACHUSETTS**—Safety devices, directional signs and route markers costing \$1,000,000 are being placed on 1,530 miles of state highways. Most of these are especially designed to aid night traffic.

**NEW JERSEY**—A new law limits the terms of highway bonds. For penetration or waterbound macadam the limit is 10 years; for bituminous concrete, 15 years; for concrete not less than 6 inches thick, 20 years; for blocks of any other material or asphalt wearing course on concrete foundation, 20 years.

**DISTRICT OF COLUMBIA**—The Court of Appeals has decided that a pedestrian crossing a street has the right of way until he has reached the other side, even though traffic signals change while he is crossing.

**PENNSYLVANIA**—Allegheny County (Pittsburgh) has the unusual problem of maintaining 376 county highway bridges. Of these, 28 are large river bridges totaling 7.4 miles in length.

**CANADA**—Highway expenditures for 1927 in all provinces were \$45,750,000. New construction totaled 6,020 miles, and provincial patrol maintenance covered 44,416 miles. Of 424,000 miles of roads of all classes, only about 275,000 are yet unimproved. American motorists expended an estimated \$276,000,000 during the year, as compared to \$203,000,000 in 1926.

**CALIFORNIA**—Nearly 1,600 bridges representing an investment of \$30,000,000 are in service on the state highway system. The total length is more than 30 miles.

**MINNESOTA**—The state bridge maintenance engineer inspects all bridges yearly, recommending work to be done and imposing load restrictions where warranted. Limits ranging from 3 to 10 tons were in force on 32 structures recently awaiting repairs or replacements.

**MICHIGAN**—A maximum bridge width of 30 feet has been adopted as standard for trunk highways and 22 feet for state-award county roads.

## \$73,125,000 Apportioned as Federal Aid Fund for Roads

More Than \$25,000,000 Allotted to 16 Southern States—Texas Leads All States With \$4,531,162.

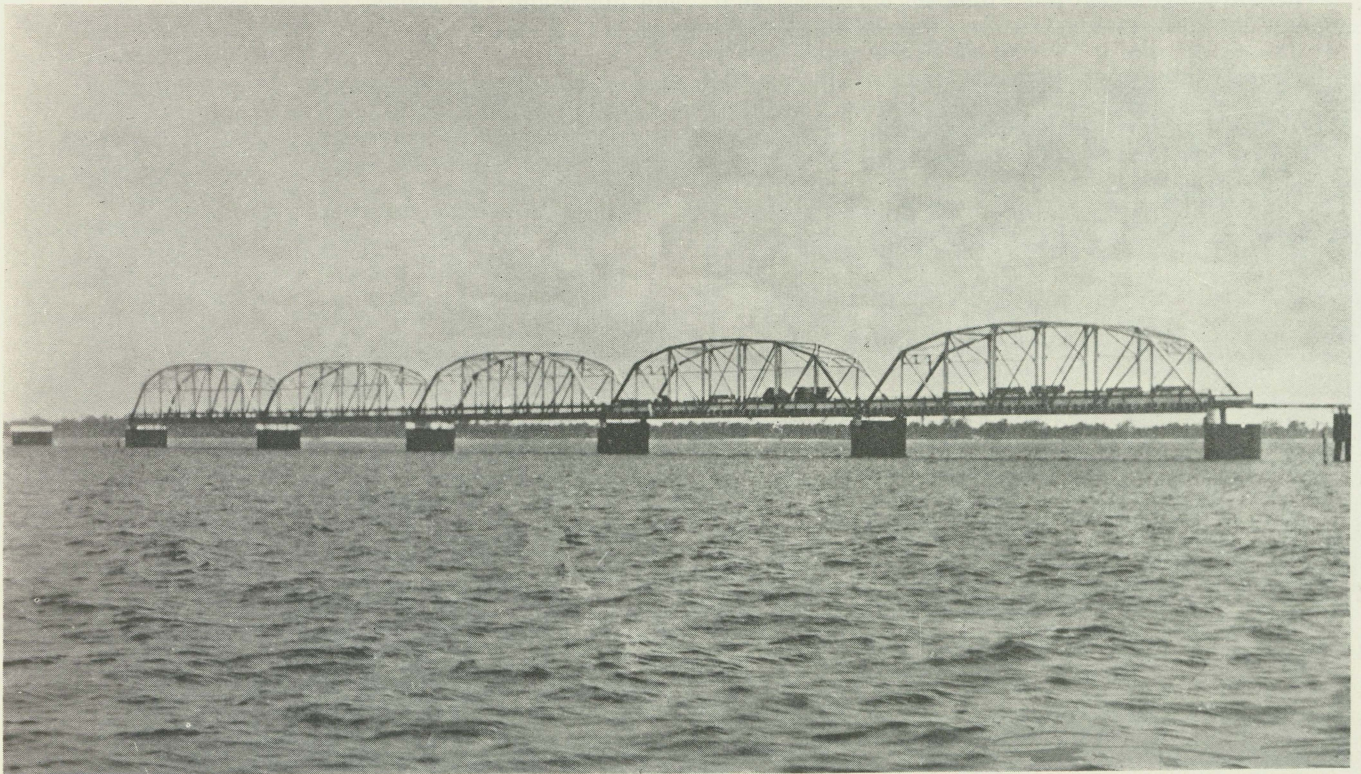
**T**HE Secretary of Agriculture has apportioned \$73,125,000 to the states as Federal aid in road construction for the fiscal year, beginning July 1, 1929. This apportionment has been authorized by Congress for continuing the Federal aid program, and funds will be expended according to the same provisions which have governed past expenditures. In general the states pay half the cost of Federal aid construction. Federal aid funds are administered by the Bureau of Public Roads and are available only for routes on the Federal aid system which includes the main highways.

Of the total apportionment, more than \$25,000,000 has been allotted to the sixteen Southern states and of this allotment Texas leads with an appropriation of \$4,531,162, which is in excess of the appropriation allotted any other state in the Union.

During the last fiscal year improvements were completed on 8,184 miles of Federal aid road in the country which had not previously been improved with Federal assistance, and advanced stages of improvement were completed on 2,014 miles.

The apportionment is as follows:

Alabama, \$1,554,221; Arizona, \$1,061,111; Arkansas, \$1,284,382; California, \$2,495,345; Colorado, \$1,388,755; Connecticut, \$477,110; Delaware, \$365,625; FLORIDA, \$909,235; Georgia, \$1,980,443; Hawaii, \$365,625; Idaho, \$933,902; Illinois, \$3,118,949; Indiana, \$1,917,036; Iowa, \$2,020,861; Kansas, \$2,058,305; Kentucky, \$1,417,634; Louisiana, \$1,026,696; Maine, \$678,501; Maryland, \$633,615; Massachusetts, \$1,090,077; Michigan, \$2,204,966; Minnesota, \$2,108,104; Mississippi, \$1,311,391; Missouri, \$2,392,021; Montana, \$1,554,060; Nebraska, \$1,586,299; Nevada, \$960,375; New Hampshire, \$365,625; New Jersey, \$937,434; New Mexico, \$1,189,085; New York, \$3,617,748; North Carolina, \$1,716,919; North Dakota, \$1,197,586; Ohio, \$2,754,446; Oklahoma, \$1,748,857; Oregon, \$1,191,989; Pennsylvania, \$3,325,854; Rhode Island, \$365,625; South Carolina, \$1,061,447; South Dakota, \$1,229,282; Tennessee, \$1,609,662; Texas, \$4,531,162; Utah, \$848,592; Vermont, \$365,625; Virginia, \$1,433,405; Washington, \$1,149,489; West Virginia, \$796,408; Wisconsin, \$1,854,580, and Wyoming, \$939,536.



West Bay Bridge across St. Andrews Bay, Road 10, Bay County

**ARIZONA** recently opened its first surface-mix oiled road, which includes 13 miles of the distance between Tucson and Nogales.

**TENNESSEE**—The state highway department is operating free ferries across the Mississippi river at Memphis to serve traffic formerly using the Harahan bridge, which burned. This service eliminated the toll of \$3.50 previously charged.

**NATIONAL**—In 1930 the United States will be host to leading highway officials from all over the world, who will come as representatives of the International Road Commission to discuss their problems and examine American methods.

**MONTANA**—State road projects let during 1928 added up to 343 miles of grading, graveling, regrading and regraveling.

## Several Highway Bills Before Short Session of Congress

THE short session of Congress has before it bills involving nearly \$3,000,000,000 of expenditures in behalf of the nation's Federal aid construction program. It is pointed out by the American Motorists' Association that there are 54 bills in the House and 28 in the Senate, and the organization's legislative summary shows that there are 19 appropriation bills which would authorize a total of \$2,193,741,145 immediately as expenditures in furtherance of the government's road building program during the next three years.

Of that number the largest is the Browne-Watson bill, designed to create a special highway fund of \$407,000,000 from the proceeds of the sale of surplus highway equipment and war materials sold to France following the war. The bonds, in payment of this equipment, are now in the United States treasury and mature next August. The measure has received the indorsement of the American Motorists and other motoring and allied associations.

Many of the 19 Federal aid appropriation bills now pending provide for special funds ranging from \$50,000,000 to \$100,000,000 a year for the fiscal years of 1929, 1930 and 1931, to be expended on highway construction, in addition to the regular annual \$75,000,000 Federal aid highway authorization.

There are three flood relief bills, authorizing a total

of \$14,545,994 for repairing highways damaged in eight states by last year's floods. They are: Oklahoma, New Hampshire, Missouri, Mississippi, Louisiana, Arkansas, Kentucky and Vermont.

Of the total number of pending bills, 18 are for the construction of new highways between certain points, three of these being Lincoln Memorial highways, three for the construction of highways in Yellowstone Park and highways in the states of California, Oregon, Washington and Florida.

Special assistance in the construction of highways in states having a large percentage of public lands is provided for under the terms of 13 bills similar to the Colton-Oddie bill authorizing \$3,500,000 annually to be spent in linking up the Federal aid highway system in states having more than five percent of public-owned land.

The construction of a Pan-American highway is provided for under the terms of eight bills, the ultimate object of which is the completion of a highway running from Canada through Mexico, Central and South America. Eight bills are purely regulatory, dealing with interstate traffic routes, highway signs, research and kindred phases of highway construction.

A total of \$73,125,000 has been authorized for highway construction for the fiscal year of 1929.—Michigan Roads and Pavements.



Project 604, Road 4. North Entrance to New Smyrna.

**MISSOURI**—Of 100 road contractors doing business in any one year in the state, 47 get contracts the second year, 32 per cent the third, and only 9 per cent remain by the eighth year, according to an analysis made by a contractors' organization. Of 390 firms awarded contracts from 1920 to 1926, only 179 survived for a second contract.

**WASHINGTON**—Realignment and regrading of 19½ miles of the Sunset Highway through Snoqualmie Pass on the west slope of the Cascade Range is now virtually completed. Four contracts involved more than one million dollars. All switch-backs, hairpin turns and steep grades will give way to a comfortable and safe location.

## 6,643 Bridges Over Navigable Waterways

SOME interesting facts regarding bridges over the navigable waters of the United States have been compiled by the National Rivers and Harbors Congress from the detailed reports made by the chief of engineers.

The total number of bridges of all kinds, in 1927, was 6,643. Of these, 2,337 were steam or electric railway bridges, practically all the others being for highways, although there are a number which carry both railways and highways.

There are 3,994 fixed and 28 suspension bridges, 1,771 with swing spans, 61 with vertical lifts, 34 with pontoons, 19 with retractile and 12 with removable spans, 20 with other varieties of openings, and 37 the structure of which is not designated.

There are 39 bridges that have 200 spans or more. One at Corpus Christi, Texas, has 1,150, and one at San Mateo, Cal., has 1,278, but the prize goes to the Norfolk & Southern Railway bridge over Albemarle Sound, at Edenton, N. C., which has no less than 2,093 spans.

There are 62 bridges which are 100 feet or more above the water, the highest, 230 feet, being the lower steel arch at Niagara Falls. There are two other high bridges at Niagara Falls, one 214 and the other 192 feet. The third in height is the one across the Snake river at Riparia, Wash., which is 210 feet. The bridges across the East river, New York City, have a clearance of 135 feet.

The longest single span in the country is the sus-

pension bridge between Philadelphia and Camden, which is 1,686 feet. The Detroit river bridge, which will be finished in 1929, will have a clear span of 1,850 feet, while the bridge across the Hudson at New York City, which is to be done in 1931 or 1932, will be nearly twice as long, or 3,500 feet. It is said that plans are being drawn for a bridge across the Narrows of New York bay with a span of 4,500 feet, which would seem to be about the limit.

The National Rivers and Harbors Congress does not oppose any bridges that are properly located and constructed, but it insists that all bridges shall be so built as not to unduly interfere with navigation. Our waterborne commerce is entitled to consideration, for it amounted, in 1927, to no less than 532,500,000 tons, with a value of \$25,555,000,000.—The American City.

### ESCAMBIA COUNTY CONSIDERS BIDS

The Escambia County Board of Commissioners has under consideration bids for the construction of approximately three miles of road leading to Perdido Bay, connecting with Baldwin county, according to Langley Bell, clerk of the circuit court.—The Docket.

We don't know which of the campaign promises the President-elect intends to make good first, but we rather hope it will be the one to abolish poverty.—Ohio State Journal.



Sheet Asphalt, Project 562-B on Road No. 8 in Polk County.



Project 615. Bridge on that Portion of Road 5 Between Venice and Myakka River.

### HIGHWAY POLICY OF TODAY SHOULD LOOK TO THE FUTURE

Writing under the heading, "The Importance of Planning for the Future," Thomas H. MacDonald, chief of the Bureau of Public Roads, in his recent annual report to Secretary of Agriculture Jardine, said: "The studies of the flow and growth of highway traffic made by the bureau in recent years have emphasized the fundamental importance of careful present consideration of future needs in re-establishing the location and planning the structure of our highways.

"The design of motor vehicles has been so perfected that speed considerably in excess of former possibilities can be attained without increase of hazard so far as the vehicles themselves are concerned.

"The remarkable developments that have recently occurred in the design and use of common-carrier busses are probably no more than the beginning of a much further development that is to occur in this form of conveyance.

"Traffic congestion, until recently a serious problem only in the cities, has moved outward and now imposes its time-consuming delays and menace to life and property upon the principal highways in the vicinity of the large metropolitan centers.

"These facts must be taken into consideration in the planning of future Federal aid improvements. They point especially to the necessity of acquiring rights of way of ample width to allow for future widening or the making of definite provision for future acquisition as needed; to the importance of designing the highways for safe use at higher speeds; to the desirability of considering the improvement of arterial routes with the service of the entire route in mind; and, in metropolitan areas, to the urgency of grade-crossing elimination, wider pavements, and the building of relief and by-pass highways."

### ORANGE COUNTY ROADS ARE MUCH IMPROVED

By B. M. Robinson, Clerk Circuit Court, Orange County

Upon the completion of the present road program, Orange county will have about 500 miles of good, first-class hard-surfaced roads varying from sixteen to twenty feet in width. In addition to that, State Road No. 3 from Jacksonville has been built into Maitland connecting with a sixteen-foot hard-surfaced road from Maitland into Winter Park and from Winter Park into Orlando over Orange avenue, a principal street of Orlando.

The State Road Department has also made a new location and graded a new line for State Road No. 2 from Plymouth into Orlando and has made the location for a new line from Orlando through to Kissimmee. This will add about thirty-five miles, making considerably over 500 miles of hard-surfaced roads in Orange county.

The roads designated under the last bond issue of \$7,000,000 are over half completed and it is the intention of the county to continue the work until the entire program is carried out.—The Docket.

### Solomon Up-to-Date

Beauty is often only skin dope.

Give a girl an inch and she will make a dress of it. Whom the juries would acquit they first make mad. Gold digger's version: Nobody loves a flat man. A drink in time will save nine, if it's wood alcohol. Blood is thicker than water, but neither can touch post office ink.

From the maxims of a cave man: Faint clout never won fair lady.

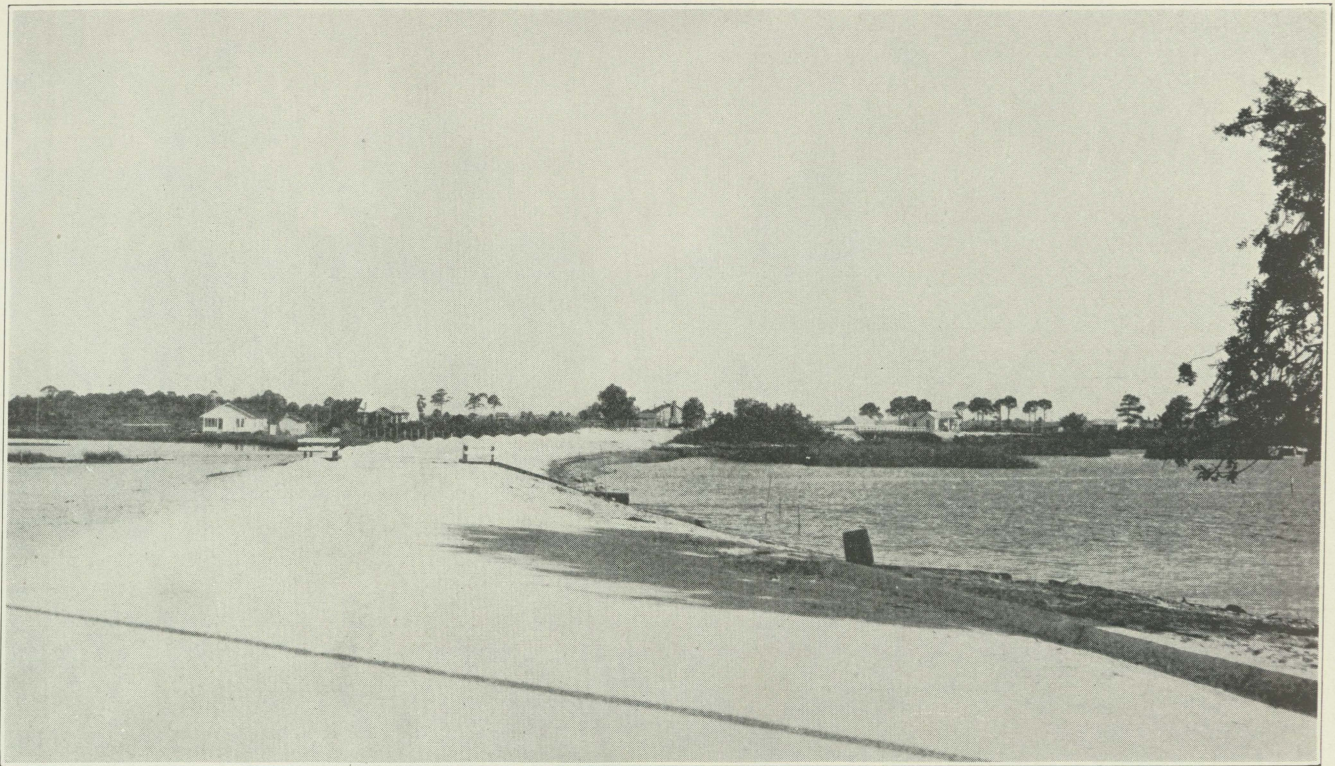
An honest confession is good for the soul, also for a front-page story.—Boston Transcript.



State Road No. 5, Between Newberry and Archer.



Project 562-B, in Highlands County, Between Frostproof and Avon Park. Road No. 8.



State Road No. 13. Entrance to Cedar Key.

### ROADSIDE PLANTING, MAIN HIGHWAYS

The act, passed at the last session of Congress, which permits the Federal government to pay half the cost of wayside planting along Federal aid highways, will give considerable impetus to the movement long fostered by women's clubs and other social organizations, and its effect will quickly be evident in an improvement of the appearance of the main interstate roads.

Latest available figures show that 25 states have no laws governing tree and shrub planting along highways. A few of the remaining 23 have good laws, but the majority have indifferent ones.

The Massachusetts Department of Public Works, and the highway and forestry departments of other states, have already demonstrated how much can be done at small cost to beautify the roadsides by judicious planting of native trees, shrubs and perennial flowers.

The work of roadside improvement in Massachusetts is done by the maintenance division. The cost is included as a part of the regular maintenance expenditure of the state. The state has a nursery at Palmer, where trees and shrubs are propagated and where the highway landscape supervisor trains men in the care of trees and roadside beautification.

Public acquisition in all states of suitable tracts of land along the highways for state parks, for purposes of recreation and conservation of timber and animal life, and the acquisition of small road-bordering strips and plots for development of parkways and parklets, says the bureau, would enhance considerably the appearance of the roadsides.—Kentucky Highways.

Considering what we Democrats got for the \$600,000 radio expense, we suggest next time trying the huddle system.—Brunswick (Ga.) Pilot.

### FORD SELLS HIGHWAY FOR CHECK FOR ONE DOLLAR

A specially engraved check for one dollar was sent to Henry Ford recently by the state of Massachusetts in payment for the road which he built to divert traffic from the Wayside Inn at Sudbury. The highway, slightly more than a mile long, was built at a cost of \$280,000 and was presented to the state for one dollar.

The check, engraved by Donald F. Downing, of the highway department, depicts the old Wayside Inn with a stage coach in front of it, while opposite are a modern automobile bus and a pleasure car.

### HIGHWAY BUILT TO GRAVE OF DIXIE HERO

Long inaccessible to sightseers, the tomb of General Francis Marion, "the Swamp Fox," and South Carolina's hero of the American Revolution, has been made available as a patriotic shrine and viewplace for travelers.

Once cut off by bad roads from the main streams of travel, communication between the tomb and the nearest state highway traversing the swamp and forest lands of Berkeley county was made possible only after county highway authorities had been persuaded to use public money to put into condition a private road through the old plantation on which the grave lies.

After many attempts to have the old plantation road repaired, state chapters of the Daughters of the American Revolution, aided by A. S. Salley, Jr., secretary of the State Historical Commission, found that the State Highway Department could not spend public funds in such work, as the road ran through the plantation now owned by Clarence P. Gourdine, but once the property of Gabriel Marion, brother of the general. However, county authorities consented to do the work.—Michigan Roads and Pavements.

# PEDESTRIAN GIVEN RIGHT-OF-WAY, COURT HOLDS IN DECISION

WASHINGTON—A court decision, of prime importance to all motorists, has just been handed down by the United States district court of appeals, upholding a pedestrian's right-of-way at a crossing despite traffic signal shifts, according to the legal department of the American Motorists' Association.

In effect the court holds that pedestrians have the right-of-way not only at uncontrolled crossings but also when they have entered an intersection on a green light and further holds that the pedestrian has the right-of-way until he reaches the opposite curb, without regard to the change of lights during his passage of the crossing.

The decision is regarded by the Association's legal department as just and is being called to the attention of the motoring public in order that the motorist may have full knowledge of his legal responsibility.

"When a pedestrian steps from a curb to cross the street, having a green signal with him, he does so by way of invitation and he cannot be charged with contributory neglect if the signal switches when he is in the street. Caught in this position, the obligation rests upon the motorist not only to observe the situation, but to wait until the crossing is clear," the decision declares.

"Many automobile drivers," continued the court, "seem to imagine that with the shift of the signal they are given a clear right-of-way against intersecting traffic. In this belief they recklessly start their machines regardless of persons who are already on the intersection. It is the duty of drivers of machines to exercise greatest vigilance and care under such circumstances and not only to have their machines under control, but to stop and wait until pedestrians have had an opportunity to clear the


## Florida Cement

EXCEEDS

### State Highway Specifications

DAILY

CAPACITY



20000

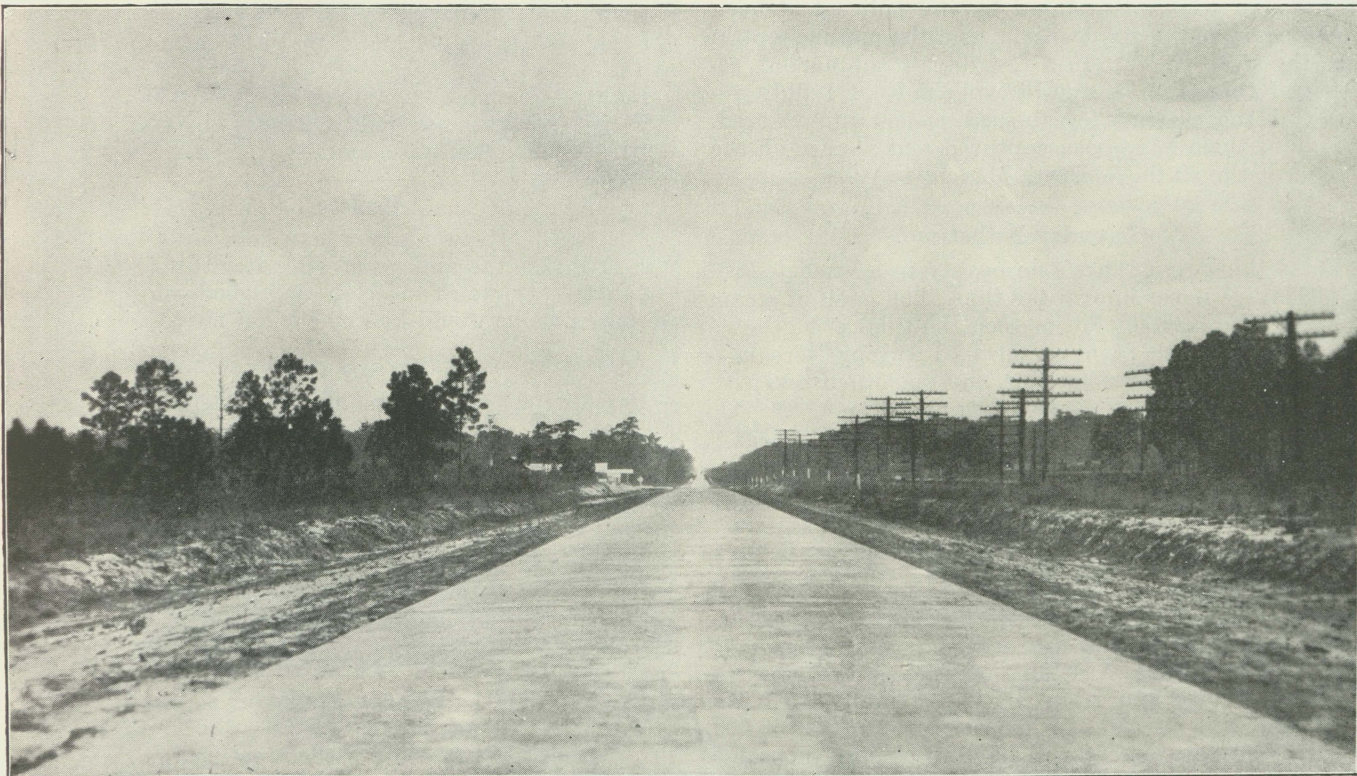
SACKS

"A Florida Product for Florida Construction"

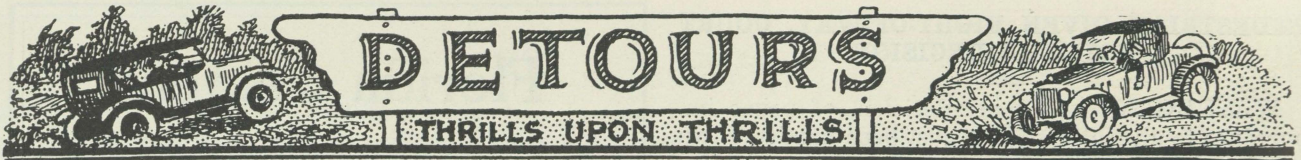
## Florida Portland Cement Co.

Tampa, Florida

crossing. Failure to observe these precautions constitutes negligence on the part of the driver, which, in case of accident, is chargeable to him," the court's decision concludes.



Project 693, Road No. 4, St. Lucie County.



### One, Two, Three and Out

Dr. Clarke, a well-known Irish theologian, was an early riser. A young preacher wanted the doctor to tell him how he managed to do it. "Do you pray about it?" he asked. "No," said Dr. Clarke, "I get up."—Christian Advocate.

### Where Cleo Missed Her Cue

All the notoriety that Cleopatra got  
Was a two-stick story with "X marks the spot."  
Tragically she moaned with her dying gasp,  
"I'd have made the front page if I'd bit that asp."  
—New York World.

### Don't Lose This Chance

A  
FREE PIANO  
LESSON

to

Pupils Over 85  
when accompanied by  
parents.

—Ad in an East Moline (Ill.) paper.

### O Man!

As part of the matriculation examination in English, the entering students were asked to write a brief definition of their conception of a self-made man. One young lady wrote as follows:

"A self-made man is like a self-made cigarette—a lot of Bull wrapped in a transparent cover."

A man who was wanted by the police had been photographed in six positions, and the picture sent in to the state police. In a few days headquarters received this from a small-town chief: "I duly received the pictures of the six miscreants wanted. Five of them have been captured and we are on the trail of the sixth."—Earth Mover.

### Laundry Esthetics

Folks think that there's no beauty in a wash—

They've never known the thick, hot smell of steam  
Risin' like lazy smoke; or seen the tubs

Piled up with foam on top like whippin' cream—  
They've never took an iron, and smoothed away

The crinkles outa heaps o' shiny white,  
Or rinsed and squeezed things till the bubbly heat

Has swole their fingers red—and sort of tight.  
Folks think that there's no beauty in a wash—

They're doggone right, by gosh!

—Sara Henderson Hay, in Life.

### Australia Changes to Right

After centuries of use of the left hand side of streets for traffic, Australia has decided to follow the United States and adopt the right hand side. The change will involve an expenditure of \$2,100,000, since the government will have to change thousands of signals.

### Pedestrians, Salute!

Teacher—"Now, James, name America's greatest general."

James (the son of a broker)—"General Motors."  
—Lampoon.

### Yes and No

A venerable old Scot purchased a little radio set, and a few days later his friends asked him how he liked it.

"Well, it's aw richt to listen to," he replied, "but those bulbs are nae so gud to read by."

### Indentification

The tired business man came home after a long day at the office. The family gathered for dinner. The tired business man bowed his head to ask the blessing and all was quiet.

"This is Mr. Jones speaking," he began.

### In the City Limits

A Chicagoan visiting Fond du Lac, Wis., had occasion to call Appleton. Upon asking what the charge was, he was told fifty cents.

"Fifty cents. For that distance? Great Scott! In Chicago you can call hell up for fifty cents."

"Possibly," coolly answered the operator, "It's in the city limits."

Peggy—"Daddy, what did the Dead Sea die of?"

Daddy—"Oh, I don't know, child."

Peggy—"Daddy, where do dreams go when you wake up?"

Daddy—"I don't know."

Peggy—"Daddy, why did God put so many bones in the fishes?"

Daddy—"I don't know that, either."

Peggy—"Goodness, daddy, who made you an editor?"—Watchman Examiner.

### Useless

Mistress—"I saw the milkman kiss you this morning. I'll take the milk in myself after this."

Janet—"It won't do you any good, mum. He promised me he would kiss no one but me."

### Fifty-Fifty

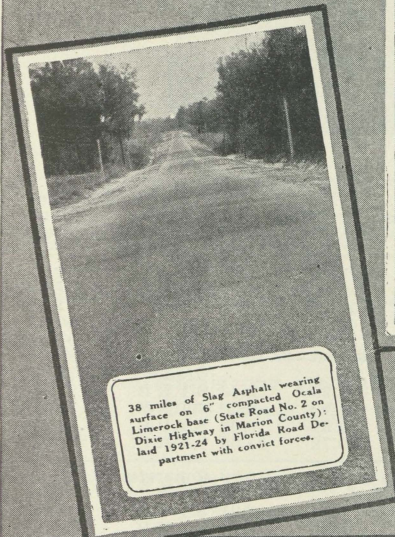
Pat Murphy was taking his first flight in an airplane. The pilot was taking him over New York City. When they were up about 3,000 feet the plane suddenly went into a nose dive.

"Ha, ha!" laughed the pilot, shouting to Pat. "Fifty percent of the people down there thought we were falling."

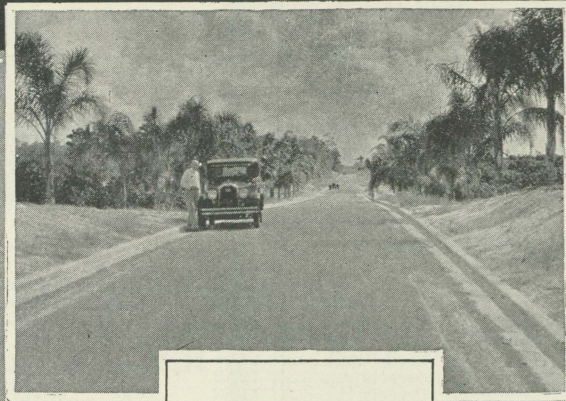
"Begorra," admitted Pat, "and 50 percent of the people up here thought so, too."—Stratford Beacon-Herald.

### Hunger Strike

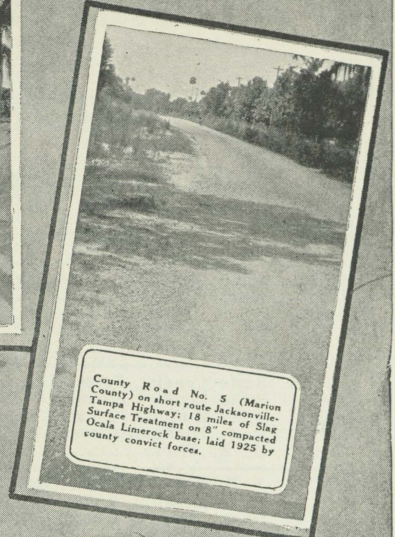
A new automobile record was recently made. A guy drove from coast to coast without eating a single hot dog.—Judge.



38 miles of Slag Asphalt wearing surface on 6" compacted Ocala Limerock base (State Road No. 2 on Dixie Highway in Marion County) laid 1921-24 by Florida Road Department with convict force.



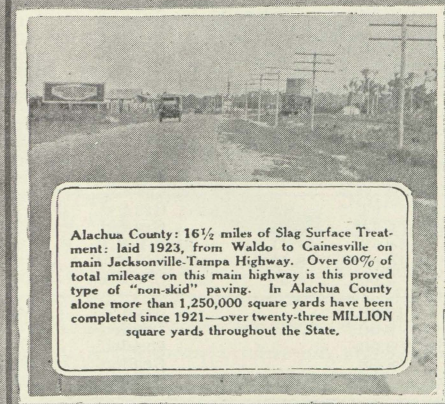
In 1926 Orange County voted a \$7,000,000 bond issue which is being spent entirely for Slag Surface Treatment highways. Photo shows section of Scenic Highway passing through beautiful Avalon Groves near Orlando. In the foreground stands Major Chas. A. Browne, highway engineer, under whose direction more than 185 miles of this one type of "non-skid" pavement have been built.



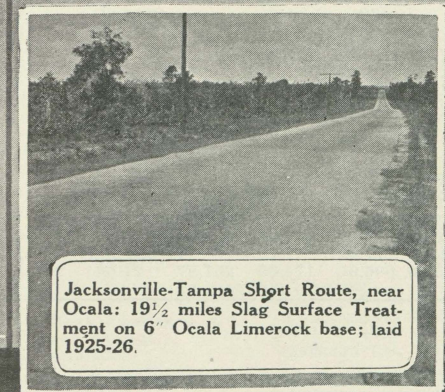
County Road No. 5 (Marion County) on short route Jacksonville-Tampa Highway; 18 miles of Slag Ocala Limerock base, laid 1925 by county convict force.



32-foot wide Ocala-Daytona Highway (Marion County Road No. 6); 31 miles of "non-skid" Slag Surface Treated paving on 8" compacted Ocala Limerock base; laid 1925.



Alachua County: 16½ miles of Slag Surface Treatment; laid 1923, from Waldo to Gainesville on main Jacksonville-Tampa Highway. Over 60% of total mileage on this main highway is this proved type of "non-skid" paving. In Alachua County alone more than 1,250,000 square yards have been completed since 1921—over twenty-three MILLION square yards throughout the State.



Jacksonville-Tampa Short Route, near Ocala: 19½ miles Slag Surface Treatment on 6" Ocala Limerock base; laid 1925-26.



## Florida has completed 2,235 miles of **SLAG** surface treated roads

Florida's magnificent system of highways that connects all sections of the state has attracted national attention. Florida believes in good roads and knows how to build them economically—getting maximum value for every dollar expended.

Out of a total of 2,618 miles of Bituminous

**"ENSLEY" & "ALA CITY"**  
**BASIC SLAG**  
CRUSHED & SCREENED

pavements now in use in Florida the amazing total of 2,235 miles is slag surface treatment.

This "non-skid" wearing surface of bituminous binder and slag chips (costing from 18c to 35c per sq. yd.) is invariably laid on a base of Florida limerock (costing from 75c to \$1.00 per sq. yd.). Years of service have proved that this type of hard surface pavement is entirely satisfactory, unusually economical and can be maintained indefinitely at low cost.

**BIRMINGHAM SLAG CO.**

Atlanta      Birmingham      Jacksonville  
Thomasville      Montgomery      Ocala, Fla.

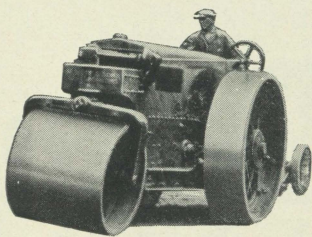
# Status of Construction

THROUGH NOVEMBER 30TH, 1928

Proj. No.	Contractor	Road No.	County	Total Length Miles	Clearing Miles	Grading Miles	Base Miles	Surface Miles	Type	Per Cent Complete
53-C	Manly Const. Co.	2	Lake	2.85	.....	.....	0.93	0.19	Bit. Conc.	40.50
56	Nelson Brothers	10	Leon	17.98	.....	.....	.....	4.85	Concrete	27.00
62-A	A. D. Weeks	24	Osceola	12.52	11.89	11.27	.....	.....	Graded	92.00
62-C	Everglades Const. Co.	24	Osceola	11.83	11.83	10.29	.....	.....	Graded	90.00
62-D	A. D. Weeks	24	Osceola	12.62	12.62	11.62	11.61	.....	Graded	95.00
500-B	State Convict Forces	20	Bay	12.76	11.12	11.12	.....	.....	Graded	75.00
644-A	State Convict Forces	10	Wakulla	8.50	.....	.....	8.50	5.75	S.T.R.B.	90.00
669-C	R. C. Huffman Const. Co.	27	Dade	12.00	12.00	12.00	12.00	0.00	S.T.R.B.	98.00
669-D	R. C. Huffman Const. Co.	27	Dade	12.31	12.31	12.31	12.31	0.00	S.T.R.B.	98.00
669-Y	H. E. Wolfe	27	Collier	19.72	19.72	19.72	19.72	14.00	S.T.R.B.	90.00
672	J. B. McCrary Engr. Corp.	1	Leon	9.92	.....	.....	.....	0.00	Concrete	0.00
673	R. G. Lassiter & Co.	1	Gadsden	14.97	.....	.....	.....	0.00	Concrete	0.00
677-D	Duval Engr. & Contr. Co.	13	Levy	8.91	.....	.....	8.91	8.91	S.T.R.B.	30.00
685	Pararo Const. Co. and State Forces	10	Franklin	18.46	.....	.....	6.83	0.00	S.T.R.B.	61.00
687-B	Wm. P. McDonald Const. Co.	2	Lake	15.22	.....	.....	11.41	0.00	S.T.R.B.	61.00
688	State Convict Forces	10	Bay	9.32	9.32	7.92	.....	.....	Graded	75.00
707	Leon County Forces	43	Leon	5.31	3.00	1.50	.....	.....	Graded	15.00
719	Broadbent Const. Co.	5-A	Suwannee	8.57	.....	.....	6.00	0.00	S.T.R.B.	65.00
720	Hardee-Fisher Co., Inc.	11	Jefferson	9.64	9.64	9.35	.....	.....	Graded	95.00
722	R. J. Carroll	48	Jefferson	8.83	8.83	5.96	.....	.....	Graded	75.00
724	Leon County Forces	66	Leon	11.10	11.10	9.99	.....	.....	Graded	90.00
726	State Convict Forces	19	Dixie	12.57	9.46	8.83	.....	.....	Graded	55.00
728	State Convict Forces	10	Leon	11.65	11.65	11.18	.....	.....	Graded	97.00
733	W. J. Bryson Paving Co.	33	Walton	4.23	1.06	.25	.....	0.00	S. Clay	04.00
734	Penton-Mathis Const. Co.	40	Walton	7.89	1.65	0.00	.....	0.00	S. Clay	02.00
735	W. J. Bryson Paving Co.	40	Walton	13.71	2.33	.41	.....	0.00	S. Clay	03.00
736	C. G. Kershaw Const. Co.	39	Holmes	8.58	8.58	8.00	.....	.....	Graded	90.00
738	R. J. Carroll	42	Jefferson	10.17	0.00	0.00	.....	.....	Graded	0.00
740	Baker-Lewis and State Forces	10	Gulf	9.63	.....	.....	9.63	2.41	S.T.R.B.	83.00
744	State Convict Forces	19	Madison	5.79	5.79	5.38	.....	.....	Graded	93.00
745	State Convict Forces	19	Taylor	15.95	15.13	14.35	.....	.....	Graded	89.00
749	State Convict Forces	14	Gilchrist	7.81	7.42	5.85	.....	.....	Graded	76.00
750	State Convict Forces	14	Gilchrist	12.97	7.65	5.44	.....	.....	Graded	45.00
751	W. J. Bryson Paving Co.	40	Walton	7.28	0.00	0.00	.....	0.00	S. Clay	0.00
752	W. J. Bryson Paving Co.	40	Walton	8.72	0.00	0.00	.....	0.00	S. Clay	01.00
764	Duval Engr. & Contr. Co.	50	Suwannee	12.00	.....	.....	6.84	0.00	S.T.R.B.	40.32
766	State Convict Forces	39	Bay	8.74	0.00	0.00	.....	.....	Graded	0.00
767	State Convict Forces	39	Bay	5.27	4.76	2.00	.....	.....	Graded	45.00
780	C. F. Walker	29	Okeechobee	11.00	11.00	11.00	.....	.....	Graded	100.00
781	C. F. Walker	29	Okeechobee	11.00	11.00	11.00	.....	.....	Graded	98.50
782	C. F. Walker	29	Okeechobee	6.62	6.62	6.62	.....	.....	Graded	90.00
787	State Convict Forces	10	Walton	16.27	2.50	.60	.....	.....	Graded	12.00
788	W. J. Bryson Paving Co.	10	Walton	17.54	0.00	0.00	.....	.....	Graded	0.00
798	State Convict Forces	13	Nassau	15.03	6.50	1.53	.....	.....	Graded	10.00
802-A	C. C. Hayes	10	Okaloosa	8.68	7.46	1.39	.....	.....	Graded	4.00
802-C	Curry & Turner	10	Okaloosa	10.24	1.84	.61	.....	.....	Graded	7.00
803	Collins Const. Co.	10	Okaloosa	11.13	5.45	.75	.....	.....	Graded	10.00
804	C. A. Steed & Sons, Inc.	67	Glades	18.56	18.56	18.56	14.11	0.00	S.T.R.B.	74.00
807-A	R. C. Huffman Const. Co.	25	Palm Beach	10.82	10.82	10.82	8.41	0.00	S.T.R.B.	78.00
807-C	R. C. Huffman Const. Co.	25	Palm Beach	6.14	4.65	3.60	2.50	0.00	S.T.R.B.	40.00
815	Silas Gibson	54	Okaloosa	13.58	13.20	10.68	.....	.....	Graded	80.00
820	Curry & Turner Const. Co.	96	Jefferson	9.45	0.00	0.00	.....	.....	Graded	0.00
821	Bishop Contracting Co.	96	Jefferson	5.18	0.00	0.00	.....	.....	Graded	0.00
823	W. J. Bryson Paving Co.	41	Okaloosa	9.18	9.18	8.58	.....	.....	Graded	96.00
824	W. J. Bryson Paving Co.	41	Okaloosa	9.82	9.33	7.36	.....	.....	Graded	82.00
827	S. G. Collins	.....	Escambia	8.12	8.10	7.00	.....	.....	Graded	85.00
842	W. J. Bryson Paving Co.	115	Walton	10.00	0.00	0.00	.....	.....	Graded	0.00
844-A	State Convict Forces	115	Okaloosa	7.10	3.75	.30	.....	.....	Graded	6.00
844-C	State Convict Forces	115	Santa Rosa	5.63	5.00	.75	.....	.....	Graded	12.00
Total complete November 30th, 1928				2,804.62	2,746.34	1,289.97	1,966.09			
Complete month of November				29.92	20.75	20.94	6.81			
Total complete to October 31st, 1928				2,774.70	2,725.59	1,269.03	1,959.28			

## TOTAL MILEAGE COMPLETE

	Concrete	Brick	B. C.	S. A.	B. M.	Asph. Block	S.T.R.B.	S.T.S.C.	S. C.	Marl	Total
Complete to Oct. 31, 1928	273.20	17.13	36.46	112.94	109.92	23.20	978.77	174.09	257.04	27.58	2,010.33
Complete month of Nov.	3.43	.....	.76	.....	.48	.....	17.83	.....	.83	.....	22.85
Complete to Nov. 30, 1928	276.63	17.13	37.22	112.94	109.44	23.20	996.60	174.09	257.87	27.58	2,033.18



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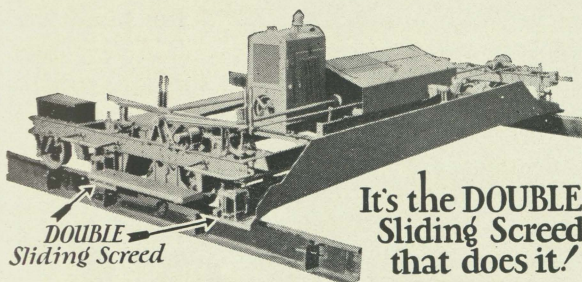
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Sliding Screed**  
that does it!

All indications point to 1929 as the greatest year we have ever had for road construction. Highly efficient and dependable road building equipment will be essential to maintain production schedules; to keep down costs and to produce the perfect road.

### The ORD Concrete Road Finisher

Ideally ties in with this program, for its use means more yardage with fewer men and in less time. A perfect road from top surface to bottom of slab. Equally effective on grades and curves as on the straightaway.

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Manufacturers of the ORD Concrete Road Finisher  
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Carey Elastite Expansion Joint will stand up under an amazing amount of abuse, and last as long as the concrete it protects. It reduces maintenance expense; it adds but a trifle to the cost of construction. Conveniently installed, for the pre-formed strips are as easy to handle as a board.

**THE PHILIP CAREY COMPANY**  
Lockland, Cincinnati, Ohio





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**M**EN who are held responsible for the condition of roads and streets soon find that there are maintenance and repair jobs that can be done better with Tarmac than with any other material. It pays you to know the various grades of Tarmac and their uses. We will gladly send you descriptive literature and specifications. ~ ~ ~ ~ ~

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Good road and pavement surfaces can be kept good with Tarmac. Small holes can be patched with Tarmac CP or HP and wear can be prevented by cold or hot surface treatments with Tarmac P or A.

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Old roads can be re-surfaced or new pavements can be constructed, by using Tarmac T for bituminous penetration macadam pavements, or Tarmac CP for cold-mix surfaces. We furnish detailed specifications covering each step of these and other types of construction.

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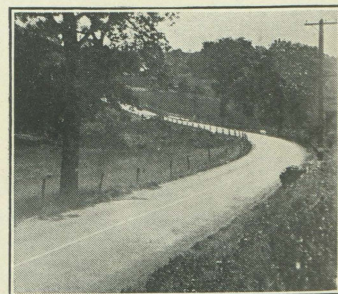
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A macadam road between New Castle and Harlansburg, Pa., surface treated with Tarmac P